# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE,

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#### American Railroad Journal

New York, Saturday, January 18, 1868.

#### Cotton and Railways in India.

Mr. Campbell, a gentleman connected with railways in India, and recently returned to England from that country, has collected some valuable information respecting the capabilities of the Punjaub and other parts of India for growing this city, on the second and third inst. cotton, and the means by which irrigation may be made more extensively available, and additional facilities for the transport of cotton be secured. His residence at Umritsur, which he described as the Manchester of the Punjaub for commerce and enterprise, gave him opportunities of witnessing the marvellous changes effected on the opening of the Punjaub Railway from Lahore to Moultan. He never saw anything like it, though engaged in railway work in England for more than a quarter of a century. He is of opinion that the Punjaub could compete with any part of the world in growth of cotton, both as regards quantity and quality. Scinde and the Punjaub, including the States under control, cover an area of 130,000 square miles, with a population of for labor. The water power is immense during entered into by the Directors of the companies, connection with the Detroit and Howell and

snow on the Himalayas. Cotton grown on the banks of the rivers could be easily conveyed by water, or rail, or road, in different directions, and canals made from these rivers for irrigating purposes would make the Puniaub one of the most fertile countries in the world, It is fully expected that by the beginning of 1869 continuous railway communication between Calcutta, Madras, Bombay, and the Punjaub will be established. When the Presidencies are joined by the railway system each with the other, the Commander-in-Chief can, in the event of mutiny, invasion, or war, telegraph to all the military stations, and order, if necessary, from Bombay, Madras and Bengal, simultaneously by the various railways, an army of 100,000 soldiers, including every arm of the service. This army can be landed in one week at the Khyber Pass, or in any part of India to which the railway system will be extended. Every new mile of railway, canal or road, opened for traffic, will tend to lessen the price of cotton in India. The number of miles of railway sanctioned in India is 5.641.

#### Peninsular Railway.

A meeting of the Board of Directors of the Peninsular Railway Company, and of the Peninsular Railway Extension Company, was held at the office of the President of those companies, in

The proceeding of those meetings will have an important bearing upon the business interests, not only of this city, but of the section of country traversed by this line of road, and on the commerce of the West. Forming, as this line does, a new thoroughfare between the East and West, its importance cannot be over-estimated for shortening distances, and cheapening rates of freight and travel.

The organization of the Peninsular Railway Extension Company, was completed, and L. D. Dibble of this city was elected President, John S. Jacks of Edwardsburgh, Secretary, S. T. Read of Cassopolis, Treasurer and C. F. Miller of this city, defeat it. Its early success is beyond a peradven-Chief Engineer.

An agreement for the consolidation of the two about 25,000,000 of people, industrious and hardy companies into one company; was unanimously paid in, the sooner will all reap its benefits. In

MR. FREDERICK ALGAR, No. 11 Clements the hot season, caused by the melting of the respectively, which will be submitted to the stockholders for ratification on the 13th of February next, in this city, at 2 o'clock, P. M. When consolidated, the company will form one connected line from Lansing, the State Capital, via Battle Creek, and Cassopolis, to the Indiana State Line, of the length of one hundred and nine miles. Mr. Miller, the Chief Engineer of the company, also, during the same week, relocated a portion of the line of the Peninsular Railway of Indiana, and connected the line of that company, at the State line, with the line in this State.

> The Board of Directors also directed the President to advertise for sealed proposals, for the letting of contracts for preparing the road bed for the iron, from Battle Creek to the State line, the bids to be opened by the Board at this city, on Monday, the 27th inst., at 12 o'clock, M. The work will be commenced on the State line and proceed Eastward, as rapidly as possible, and in the Spring, at this city, and proceed Westward. Agents were also appointed to let contracts for ties for the West end of the line.

> On the 10th of December last the Board of Directors of the company in Indiana, passed resolutions to let contracts for grading, &c., from the State line to South Bend, and to commence work, simultaneously with the work in Michigan. The City of Laporte has very recently subscribed \$100,000 to the stock of the company in Indiana, and the means necessary for carrying the work through that State are nearly or quite raised.

> From the West line of Indiana, the line into Chicago is provided for.

> Fifty miles or more from Port Huron, Westward, is now ready for iron, and the iron provided, and during the coming summer it is confidently expected that iron will be laid to Flint, and that line graded to Lansing. In the Spring the entire line between Battle Creek and Lansing will be graded and ready for ironing.

> Opponents of this line, need no longer oppose its progress, or flatter themselves that they can ture or doubt. The more promptly subscriptions to the line are made, and those already made,

Howell and Lansing Railroad, now under con- that the credit of the city bonds, issued under a tract, and soon to be built, it will furnish a new line to compete with the Michigan Central, for affected, determined to appeal to the council to through business between Detroit and Chicago, and for Battle Creek, a competing line, both to Detroit and Chicago, it being but eight miles furby the Central, and about the same distance to Chicago.

When the Detroit and Howell road is completed to Lansing, it gives us a short route to the plaster of Grand Rapids, and when the Grand Rapids and Indiana Road is completed from Grand Rapids to Kalamazoo, we shall have competing lines not Grand Rapids.

as fair as this to improve the condition of the country through which it passes, nor was any road ever projected, the stock of which presented made to the work. so favorable an investment for money, with a certy of large dividends, and returns. Along its entire line, the feeling for its early completion is intense, and the utmost confidence in its complete auccess is felt. DELTA.

Battle Creek, Mich., January 4, 1868.

#### Benedict up Broadway.

For the convenience of their innumerable patrons who, with their watches, are kept on time and regulated, the Brothers Benedict, watchmakers and jewellers, (as we before remarked,) have opened a branch establishment at No. 691 Broadway. We do not know how the large and old established houses will be affected by this movement, for the Messrs. Benedict have an unsullied reputation, and it was only necessary for them to get into a good location to secure the best class of Broadway and upper-ten patronage. As regards the history and character of the house, the daily Times tells us :- " A noteworthy feature in our restless and shifting state of society is a business house which has established itself as a hereditary institution, exhibiting all the vigor of youth at the beginning of its second half century. Samuel W. Benedict enjoyed the confidence of the fathers and even grandfathers of the present generation in New York, as keeper of the city time from before the city was large enough to require omnibusses, His sons, walking in his ways, have maintained the solid probity and business application which first made their house, and are now keepers not only of the city time, but of the recognized railroad standards, which indirectly time most of the business of the whole country. Benedict Brothers have just opened, at No. 691 Broadway, their fourth establishment, for the cenvenience of people up-town, who rely on them for standard time, time-keepers and jewelry. The secret of their success is that the honesty of the Benedict house has always been worth the same to their customers as an expert knowledge of the trade itself."-Home Journal

#### Chesapeake and Ohio Railroad.

The re-affirmation by a late vote in Richmond of her former vote of \$2,000,000 subscription to the Chesapeake and Ohio Railroad, announced last week, was deemed expedient on account of the objections by some to the first vote, alleging that it was illegal because voters unknown to the laws of Virginia (negroes) were allowed to vote, while others, entitled under the State laws to vote, (the non-registered whites,) were excluded from the polls. The gentlemen thus objecting threatened to test the legality of the vote in the Courts, The Richmond Dispatch states that the President of the Central road, and the friends of the extension of that road to the Ohio, perceiving

vote thus to be contested must be seriously authorize a second vote upon the proposition, in which the non-registered whites should be allowed to vote. This appeal was granted, and Genther from this city to Detroit, via Lansing, than eral Schofield concurring and authorizing the use of the registry of voters in the city for the occasion, the election was fixed for the 31st ult., and came off accordingly, with a result more decisively favorable to the subscription than that of the first election. The previously disfranchised gave some seven to one votes in favor of the subscription, and the subscription was carried so decidedly by the white vote alone that no further ground only for the plaster, but also the pine lumber of is left for cavil. The completion of this road, to which the subscription has been voted, is looked No project was ever in contemplation that bid upon as of great importance to the interests of Virginia, being an extension of the Virginia Central Railroad to the Ohio, and it is thought to be secured by the subscription which Richmond has

#### Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company in Philadelphia on the 13th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company :

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1867, with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date.

The following tabular statement in detail for each branch of traffic shows the comparative re-

sults of the year:			
The increase of 7 per ct, on the proportion which the expenses bear to the gross receipts.  The increase of 7 per ct, on the proportion which the expenses bear to the gross receipts by a reduction of 36 cts. per ton, or 16 per ct, on the charge for transporting coal.  The receipts and expenses, per passenger and per ton, have been as follows:  1867.  1867.  1867.  1867.  1868.  1868.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1869.  1868.  1869.  1868.  1868.  1868.  1868.  1868.  1868.  1868.  1868.  1868.  1868.	Miscellaneous 181,647  Gross receipts \$10,902,819  Gross expenses 6,788,741	Tons.  Merchandise	1866-1 Travel
in the year 1866 in the year 1867 in the year 1867 on which the expenret, on the charge er and per ton, hav 1866.  Received \$2 67 1 37 2 21.9	\$10,902,819 6,738,747	1,421,539 8,245,697 27,719	84,302 \$1,026,217
866 were 61 867 were 68 xpenses bear arge for tran have been a hived.		1,185,896 3,446,826	1867—F 845,970
Solution of the second of the	-	1,525,551 6,404,878 88,085	1867—Passengers. 845,970 \$1,005,647
of gross re of gross re receipts is c	\$1,796,823 \$1,796,823	104,012* 1,840,819 5,866*	Decrease. \$20,570
receipts, is caused sectived.	16.5	22.8	p. c. 2.0

\* Increase.

from transportation and	income ec	count man	-
stated thus:	income ac	count, may	be
Receipts over cost of v			
road		\$2,840,062	15
From which deduct- Interest on bonded debt.		)	
Interest on b'ds & mort.	38,336 56	3	
Sinking funds Cost of new engines and	68,600 00	)	
cars engines and	60,991 13	7	
Cost of new branches to			
laterals	96,918 34	1	
tions at Palo Alto,			
Reading, Monocacy,			
Richmond and Phila- delphia	60,085 73	3	
Cost of Eighth street	,		
bridge, Reading	27,585 24	Į.	
Cost of grading at Read- ing	31,523 43	1	
Cost of Burnettizing	-		
house and machinery,	14,776 13	9	
Pottstown Cost of bridge at Nor-	13,110 1		
ristown Tunnel	13,050 4	1	
Cost of propeller "Pusey"	7,500 0	0	
Cost of teams on Dela-	7,000 0	0	
ware & Raritan Canal		7	
Cost of City Avenue bridge	5,156 4	9	
	0,100 1	- 800,300	35
D:::1 1 0 1 10	0.05	62 000 Eas	-
Dividend fund, 18	507	\$2,039,761	80
Amount to credit of res			
Deduct dividends De	2,920,118 0	1	
Deduct dividends, December, 1866, \$1,-			
197 109 96 and II			
137,193 36, and U.			
S. and State taxes,			
\$174,398 07	1,311,591 4	3	
8	1,608,526 5	8	
Add balance of ac-	7		
counts, rents, &c.,			
paid by the Schuyl-			
kill Navigation Co.,			
1867	116,192 1		-
-		- 1,724,718	70
Total reserved fund, 18	67	\$3 764 480	50
Out of which has been	paid in July	V.	00
1867, 5 per ct. divide			
856,101 35 \$	1,192,805 0	7	
United States & State	100 410	~	
taxes on ditto	122,419 4	7 - 1,315,224	5.4
		- 1,010,224	04
		\$2,449,255	96
There has been declare		d	
payable in common s	tock on Ja	n.	
20, 1868, of five per	cent. on th	ie	
preferred and com			
\$23,856,101 35\$	1,192,805 (	97	
To meet this, in part, there is stock creat-			
ed in lieu of bonds			
cancelled	320,000 (	00	
-	\$979 POS 4	7	
United States & State	\$872,805	,,	
taxes on dividend	122,419	17	
1 1 1 1		995,224	54
Polongo necomo for 1		Ø1 45 4 001	40
Balance reserve fund			
The depression in the			
the year 1866, to which last report, continued	during 18	367. This	can
i reperty committee	The same of the same of	THIS	SPEEK.

report, continued during 1867. hardly be regarded as unforeseen. The exceedingly high prices for coal and large profits which prevailed during some years of the recent war, and which, owing to great irregularities in the labor market, continued for some time after its cessation, caused the erection of colleries capable of a production largely in excess of the consump-The result of the year's business, as condensed tion, thus leading to great competition and consequent low prices. The very large reduction in the price of coal in 1866 compared with that of several previous years, induced unusually heavy purchases, the increased production of that year having been very largely in excess of that of any former one.

The increase during the two years is fully equal to the usual average, which statement is equally applicable to the business of this company, and

there is no reason to doubt its continuance.

The Mahanoy and Broad Mountain Railroad and its branches, from which so large a proportion of the supplies of coal are now derived, has been materially extended.

The trust created for payment of all claims on the Allentown railroad has been canceled, and the work of grading the road between Port Clinton and Topton has been resumed.

The Burnettizing apparatus was completed in April last, since which time 91,898 sills have been prepared, at an average cost of 10 68-100 cents each.

The new mill for the manufacture of rails, the intended erection of which was announced in the last report, will be completed and in full operation during the ensuing spring. Great advantages are confidently expected from this expenditure.

Additions have been made to the real estate rolling stock, and other things necessary for increased capacity and economical working, the details of which are elsewhere stated.

The advantages to result from these and similar expenditures cannot be realized during the year of their construction.

The usual detailed statement of the Treasurer of the Transportation and Engineering Departments is appended.

In July last sterling bonds, payable in London, amounting to \$408,000, became due. The high rate of exchange then current rendered it judicious, in the opinion of the managers, to pay only \$120,000 of them, the amount required for the sinking fund, and to extend \$110,400 for five years, \$43,200 for seven years, and the remainder, \$134,400, for ten years. In addition to the bonds thus paid \$5,000 of the loan due in 1870 have been purchased, and \$57,000 of the convertible loan due in 1866, have been converted in stock, thus reducing the bonded debt \$182,000.

About a year ago the Perkiomen Railroad Company applied for assistance in the construction of their railway. The proposed line of road extends from the point where the Parkiomen creek empties into the Schuylkill, twenty-five miles from Philadelphia, to Emaus, on the line of the East Pennsylvania Railroad, a distance of thirty-six and a half miles. The country through which it will pass has a fertile soil, and is rich in iron ore. By the use of six miles of the East Pennsylvania Railroad, a connection will be thus formed between the Schuylkill and Lehigh valleys. advantages, direct and indirect, are confidently anticipated from this new development of the resources of this section of the State, and the railway connections which will thus be made. The aid which has been extended to this new and important feeder is as follows:

A mortgage on the property of the company has been made, amounting to \$1,000,000, payable in 1887, with six per cent. interest, semi-annually. Bonds thus secured are issued, a portion of

which have the following endorsement:

"Know all men by these presents, That the Philadelphia and Reading Railroad Company for a valuable consideration paid by the Perkiomen Railroad Company, do hereby guarantee to the lawful holder of the several interest warrants annexed to the within bond the punctual payment thereof, as the same severally become due and payable, according to the terms of the said bond."

Others bear the following agreement: "Know all men by these presents, That the Philadelphia and Reading Railroad Company, for a valuable consideration paid by the Perkiomen Railroad Company, do hereby agree to accept the within bond (all coupons not matured at the date of such acceptance being attached) at the par of the principal of said bond, and all due and unpaid cou-

pons of the said bond at the par of said coupons, in payment, to the extent of thirty-three and onethird per centum, of all sums due the said the Philadelphia and Reading Railroad Company, for tolls and charges for transportation of freight from any point on one of said railroads to any point on the other.

In witness whereof, etc."

As subscriptions are made, the work to that extent is put under contract. A sufficient amount of these bonds, with the stock subscribed, has been taken to secure the construction of ten miles of road northward from the river Schuylkill; which will be completed and in operation early next spring. It has been a subject of much gratification to observe the interest and readiness to furnish the required capital which have been manifested by the residents in the vicinity of the new road. They evidently appreciate the advantages of the increased facilities and the augmented value of their property which will surely ensue from this investment of their capital. It is proposed to continue the prosecution of the work, which is under the direction of the officers of this company, to completion as fast as the funds are thus furnished.

The preceding statements, together with the annexed general account of the Treasurer, exhibit the financial position and transactions of the company. They also show that a portion of the profits have been invested in permanent improvements, which should be rightfully represented in the capital stock, and which explains why the last semi-annual dividend was declared payable in stock at par.

The design to maintain a gold basis for any increase of the capital stock has been fully carried out, and as the accounts show, the addition to capital resulting from the declaration of a divid end in stock has yielded the same result to the company as the negotiation or issue of so much stock at par in gold.

The Managers believe that the policy which has been adopted is only open to the question of the wisdom and good judgment exhibited in making

the expenditures.

On this point they have no doubt, and confidently submit it to the determination of the future.

The Managers would also point out the great reduction in the funded debt, amounting to six millions of dollars in five years, and its very small amount in comparison with the value of the property.

By order of the Board of Managers. CHARLES E. SMITH, President. PHILADELPHIA, Jan. 13, 1868,

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 13, 1868, the following resolutions were adopted:

1. Resolved, That the Report of the Board of Managers, this day presented and read, be and the same is hereby approved, accepted, and adopted.

2. Resolved, That the Board of Managers be and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. Resolved, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

4. Resolved, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past year.

The following gentlemen were unanimously elected officers for 1868:

President.—Charles E. Smith.

Managers.—Messrs. H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ash-

Treasurer,-Samuel Bradford, Secretary.-William H. Webb,

#### Milwaukee and St. Paul Railway

For some weeks past the western press has been speculating upon the probable nature of certain railway arrangements in New York affecting the future prosperity of the St. Paul Railway. We are now enabled to remove all apprehension on the part of the friends of railway improve-ments in Wisconsin by stating on reliable authority the precise result of all the negotiations on the subject.

The first and most important of these results is the fact that the St. Paul company has purchased the Prairie du Chien road outright, and that all questions of difference in regard to that important line are now harmonized and permanently settled. The St. Paul company previously owned the common stock and a portion of the preferred stock of the Prairie du Chien. The complete ownership of the road was secured by a purchase of the amount of preferred stock and bonds not previously owned by the St. Paul company, amounting to over three million dollars. The entire aggregate of the preferred stock and bonds is nearly four and a half millions, for which the St. Paul company exchanged its own bonds at par, secured by a mortgage for the sum of five millions. This arrangement was finally consummated by the execution of the papers on the 30th of December, and completely merges the Prairie du Chien road in the St. Paul.

It is also proposed to proceed with the con-struction of the praposed road from a point west of McGregor to Sioux City, thus forming a direct air line connection between Milwaukee and the northern branch of the Pacific road at Sioux City -a distance of five hundred miles. Arrangements are completed for constructing a portion of this important connecting link the present year. The survey is already made and in this work the company is aided by a valuable land grant from

the federal Government.

It is further the intention of the company to supply the missing link from Sun Prairie to Madithus furnishing an air line connection with the State capital by way of Watertown, and it is expected that the company will be able to prosecute this work the present summer.

The Oshkosh branch is also to be built in accordance with the terms agreed upon with the

representatives of that city.

Such are the entire results of all the recent negotiations and conferences of the St. Paul company in New York or elsewhere.-Milwaukee

#### Dubuque City Railroad.

A company has recently been organized at Dubuque, with a capital of \$75.000, of which \$50,-000 has been paid, for the purpose of constructing a horse railroad extending from the ferry landing on the levee, passing the railroad depot and along Main street, the distance of three miles east to the neighborhood of Heeb's Brewery. Mr. C. Hathaway, of Philadelphia, has contracted to build the road, furnish horses, stables, cars and car house complete by May 1, 1868; has 1,000 feet constructed, and all the material ready to finish the balance in 30 days after the opening of Spring. J. K. Graves is President, and J. Herod, Secretary and Treasurer.

#### Commerce of New York.

We give below, from the New York Journal of Commerce, a statement of the Commerce of New York for 1867, in comparison with that for the five preceding years. The imports for 1866, were \$306,613,184, and that will probably stand as the banner year for the remainder of this decade. The total in 1867, was \$252,648,475. figures and all which follow, relating to the imports, represent only the foreign cost in goldfreight and duty not added. To show the cost upon the market in paper money, the amount of foreign gold cost should be doubled, making the value of the year's imports on sale, duty paid, a little over \$500,000,000 in currency, without reckoning any profit to the importer. To show what relation this return bears to the returns of former years, the following statement is given of the total imports at this port in each year since 1850:

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.4	119,592,264	89,719,771	\$2,049,543	\$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1.814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861 -	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,541,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2 265 622	218,125,760
1665.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1807.	238,297,955	11,044,181	3,306,339	252,648,475

The dutiable in the above table includes both the total entered directly for consumption and the total entered for warehousing, to show the aggregate of duty paying goods landed at the port. The falling off in free goods, as compared with the years preceding 1863, is owing to the changes in the tariff, but especially to the transfer of tea and coffee from the free list.

We have already published the comparative statement, showing the imports of dry goods at this port during the years 1866 and 1867, and have also given from week to week the quantity and value of general merchandize imported, all of which are included in the returns given above; but it may be convenient for reference to divide the entire amounts in three grand items, which will interest those engaged in different branches of trade:

CLASSIFICATION OF IMPORTS AT NEW YORK,

	a new means in a comment
18	66. 1867.
Dry goods\$126,22	22,855 \$86,263,643
General mdse 170,81	12,300 163,078,493
Specie 9,57	8.029 3.306.339

Total imports ..\$306,613,184 \$252,648,475
The cash duties received at this port during
the year 1867 amount to one hundred and fourteen million dollars. This was collected upon
\$234,317,072 dutiable goods thrown upon the
market.

The exports of specie are mostly given at their counted or tale value, but shipments of merchandise are reckoned at their market price in currency. Before giving the monthly details we present a quarterly table of the exports, giving the total shipments of the year exclusive of the precious metals:

EXPORTS FROM NEW YORK TO POREIGN PORTS EX-CLUSIVE OF SPECIE.

186	66. 1867.
1st quarter \$60,975	2,531 \$49,376,379
2d quarter 46,766	6,386 46,270,261
3d quarter 38,38	1,202 38,928,663
4th quarter 46,200	9,485 52,214,722

Total ......\$192,329,554 \$186,790,025

We now present a complete table, showing the imports and receipts for customs at New York, monthly, for a series of years; also a monthly trble of exports, including the shipments of pecie and bullion:

Foreign imports entered at New York during the years 1862, 1863, 1864, 1865, 1866, and 1867:

. 1			- Libertine				
4		1862.		OR CONSUMPTI		1866,	1867.
1	January		1863. \$8,741,227	1864. \$12,422,618	1865. \$5,217,495	\$18,556,726	\$11,046,856
t	February 7		7,372,539	15,766,601	5,178,774	17,389,505	13,364,912
	March 10	312 689	11,461,572	15,848,425	7,066,126	15,200,809	11,373,974
	April 7	,141,197	9,493,830	18,951,760	5,528,575	13,366,448	10,800,747
	May 8	3.091 120	7,980,281	7,531,300	6,592,157	13,563,551	9,438,747
1	June 7	7,278,953	6,328,581	5,513,985	8,542,271	10,682,723	8,947,379
1	July		9,080,210	6,382,928	10,175,820	14,304,403	11,036,960
1	August	,289,427	10,004,589	6,603,653	15,903,743	14,560,161	13,547,834
3	October · · · · · 8	462 554	11,203,535 11,885,569	4,390,114 3,770,526	16,748,595 16,357,232	13,228,489 13,812,206	13,149,846 10,224,405
1	November 6		10,326,929	3,363,359	16,655,761	10,688,544	8,193,013
	December · · · · · 6		10,498,576	4,443,542	14,500,606	8,447,064	6,416,343
31		,,,,,,,,	20,200,010				
31	Total \$104	,483,984 \$	144,377,429 \$	104,988,811 8	128,467,155	\$153,800,629	\$127,541,016
il			ENTEREI	WAREHOUSE.			
	January\$3,	,141,725	\$4,482,794	\$5,571,936	\$4,510,225	\$10,241,576	\$9,087,702
	February · · · · · 3	,370,486	3,657,775	4,991,398	5,568,127	11,626,677	11,211,014
	March 4	,811,546	6,016,901	6,641,408	7,872,555	9,539,100	9,069,756
1	April 3		6,456,208	5,905,540	7,448,371	10,159,657	13,327,839
	May 4 June	1,600,920	5,437,404	14,727,176	5,288,049	13,902,407 10,967,050	10,896,675 10,478,305
	July 4	502 764	5,377,885 6,057,342	16,906,964 14,954,635	7,123,972 7,845,947	11,301,274	11,226,514
	August 2	939 721	4,409.891	10,437,478	7,553,260	8,123,406	9,340,292
il	September · · · · · 4		3,431,310	5,258,568	4,936,209	7,817,045	6,676,707
5	October 3		4,189,457	5,332,928	5,903,993	8,113,869	7,096.411
	November 2		4,950,415	4,160,532	9,184,116	8,345,859	6,414,609
1	December 4	,212,725	5,676,955	4,250,862	10,506,502	10,105,018	5,931,115
1	make 1	100 101	000 144 000	000 100 107	633 741 142	190 999 099	9110 75¢ 000
3	Total\$45	,486,431	\$60,144,337	\$99,139,425	\$83,741,146	\$120,232,938	\$110,756,939
,			FRI	EE GOODS.			
1	January \$2		\$2,413,649	\$841,050	\$840,129	\$1,238,757	\$717,810
	February 3		783,561	797,788	620,063	1,504,253	918,364
9	March 3	3,476,004	1,328,806	1,072,849	830,450	1,179,177	923,377
-	April 2	2,232,315	1,328,216	1,025,517	961,026	1,152,683	1,232,997
1	May · · · · · · · I		710,021	1,056,576	818,818	959,416 1,002,330	1,140,103 1,043,040
В	July 1		781,053 683,880	1,258,634 917,684	953,226 886,430	899,549	766,786
	August	982,992	509,781	936,474	836,533	931,877	844,664
,	September · · · · · · 1		786,864	832,557	795,468	840,082	854,987
1	October · · · · · · · · · · · · · · · · · · ·		741,888	855,079	795,508	1,471,951	754,891
7	November · · · · · l		665,207	911,976	1,159,248	873,514	1,082,066
1	December · · · · · 1	1,950,504	834,079	1,125,718	913,937	947,999	765,106
	FR-1-1 000	001 005	011 707 009	011 721 000	010 410 027	912 001 500	911 044 191
2	Total\$23	3,291,625	\$11,567,003	\$11,731,902	\$10,410,837	\$13,001,588	\$11,044,181
0		*140 480		SPECIE.	6F0 0C0	670 771	@196 210
3		<b>\$</b> 163,658	\$101,906	\$141,790	\$52,268	\$72,771 172,122	\$126,719 136,491
8	February	62,007	213,971	88,150	106,704 243,242	285,854	145,867
	March	88,327 26,152	123,616 107,061	104,437 285,814	236,492	161,817	271,710
	May	110,388	197,217	660,092	177,085	393,073	376,725
	June ····	61,023	109,997	146,731	236,032	94.549	499,184
	July · · · · · · · · · · · · · · · · · · ·	219,001	182,245	128,052	253,640	345,961	56,606
3	August	92,703	113,877	245,858	182,072	269,221	540,244
0	September · · · · · · · · · · · · · · · · · · ·	121,318	78,231	58,220	194,224	5,193,473	345,669
9	October · · · · · · · ·	256,676	78,053	129,775	77,942	1,434,158	362,789
	November · · · · · · · · · · · · · · · · · · ·	109,708	103,144	161,727	236,526	802,937	181,319 263,016
0	December · · · · · · · · · · · · · · · · · · ·	78,316	116,493	114,976	127,054	352,093	203,010
g	Total\$1	390 277	\$1,525,811	\$2,265,622	\$2,123,281	\$9,578,020	\$3,306,339
-	20001	,,000,411				22,310,000	
n		1000		L IMPORTS.	10CF	1066	1867.
0	Innuary	1862.	1863.	1864.	1865. \$10,620,117	1866. \$30,109,830	\$20,979,087
e	January	13,872,140	\$15,739,576 12,027,846	\$18,977,394 21,643,937	11,473,668	30,692,557	25,630,781
	March	18,719,886	18,930,895	23,667,119	16,082,373	26,204,940	21,512,974
r	April	13,252,862	17,385,315	26,168,631	14,174,464	24,840,605	25,633,293
	May	14,248,521	14,324,923	23,975,144	12,876,109	28,818,447	21,852,250
	June ·····	12,336,195	12,597,516	23,926,314	16,855,321	22,736,652	20,967,908
0	July	20,353,202	16,003,677	22,383,299	19,161,838	26,851,187	23,086,866 24,273,034
	August	14,304,843	15,038,129	18,223,463	24,475,608	23,884,665 27,079,089	21,027,209
g	September · · · · · · · · · · · · · · · · · · ·	18,147 917		10,539,359 10,088,308	22,674,496 23,134,675	24,832,184	18,438,486
e	November	13,413,906 10,309,398	16,894,967 16,045,695	8,597,594	27,235,651	20,710,854	15,871,007
	December	13,072,618	17,126,098	9,935,098	26,048,099	19,852,174	13,375,580
	-						
	Total	174,652,317	\$187,614,577	\$218,125,760	<b>\$</b> 224,742,419	\$306,613,184	\$252,648,475
				FROM WAREHO	USES.		** *** ***
9	January	\$4,356,252	\$2,881,531	\$1,950,418	\$5,653,554	\$7,424,385	\$9,380,484
1	February	3,466,641	2,499,127	5,284,680	5,673,619	7,666,543	11,794,156
3	March · · · · · · · · · · · · · · · · · · ·	3,039,567	3,456,530	5,215,983	5,795,512	7,844,644	13,318,411 8,838,610
2	April		4,132,633		7,880,008	8,640,360 9,450,591	9,245,943
-	May	3,730,232	3,794,773	659,869 2,541,914	10,277,070 6,346,958	9,450,591 8,967,431	6,910,287
5	June July	5,054,106 6,102,033	3,830,337 4,227,265			9,084,242	7,560,396
	August	2,386,684	6,429,421			10,530,593	10,490,050
e	September	2,715,630	6,942,561			11,091,194	9,928,471
۲,	October · · · · · · · · · · · ·	3,109,388	4,858,512		4,699,328	8,789,838	7,728,761
y	November	1,914,983	4,084,183	5,828,884	4,249,381	6,186,725	6,378,248 5,202,239
of	December · · · · · · · · · · · · · · · · · · ·	1,282,908	3,714,294	5,100,974	3,632,662	4,564,836	0,202,233
***		041 500 574	050 051 1	eg7 400 720	\$90 594 349	\$100,241,282	\$106,776,056
	I Total	\$41,563,754	\$50,851,167	\$67,480,778	\$80,524,342	Aroniegra	- and in along

Section   Sect					
Section   Sect				11 54 4	· 中· 水水水 多 · 市 · 市 · 市 · 市 · 市 · 市 · 市 · 市 · 市 ·
Palenters   \$2,000   13 or   \$2,000   10   10,000   12   14   14   14   15   15   15   15   15					
Absorber					DENTE PARTY OF THE PROPERTY OF THE PARTY OF
Section   Sect	March 4,554,460				The year 1867 was not a profitable one among
1.00					the coal regions of Pennsylvania, and many of
\$1,000,000   \$1,					the largest collieries have either suspended busi-
Agendary   \$1,000	July 4 912.718				ness or mined at a loss. Notwithstanding the ex-
September				12,623,300 45	penses incidental to a new colliery, and many
December   5,28 ,100   3,46 ,500   10,772,000   10,772,001   10,772,000   10,772,001   10,772,					outlays necessary at the start, the Treasurer, in
Total				6 931 212 90	his report, shows a net colliery profit of \$110,289
Total   September   Septembe					05, and a net railroad profit of \$20,805 61.
Experts from New York to foreign ports during the years 1862, 1863, 1864, 1865, 1866, and 1867.					
Total act profit for New York to force to forc	Total\$58,886,054	42 \$66,937,127 71 \$101,772	2,905 94 \$128,079,761 60	<b>\$114,085,990</b> 34	
December   1,005.00	Exports from New York to for	reign ports during the ve	ears 1862, 1863, 1864, 1	865, 1866, and	taxes, etc 58,008 47
1962		- 8- F	, , , , , , , , , , , , , , , , , , , ,	, ,	Total net profit for year \$81,086 10
September   1,067-101   1,783.556   1,662.218   1,66		DOMESTIC PRODUCE.		1	
September   1,0073-101   17,791-55   15,007-214   15,007-215   15,00					
March					
April					Balance to credit of income account
1,004   14,004   14,005   14,005   12,005   15	April 8,002,094	11,581,933 13,263,712	7,220,709 22,526,8	22 16,979,383	
July		13,183,510 14,610,493	7,833,565 12,281,6	23 12,615,022	Add balance of December 1, 1866 56,140 87
August 1, 13,046,389 10,666,089 25,017,285 14,500,580 12,646,000 12,116,006 14,227 05 5,095 11,171,76 15,056,548 12,754,848 1,050,104 14,069,340 14,145,581 12,016,044 22,763,327 15,051,146 20,005,640 14,069,340 14,145,581 12,016,044 22,763,327 15,051,146 20,005,640 14,069,340 14,055,589 3174,247,154 1816,655,069 17,069 17,069 37,	July 11,050,497				Leaves balance to credit of income
September 14,731,963 11,177,761 15,595,548 12,763,548 12,763,548 13,763,761 14,731,549 14,731,548 15,744,044 19,965,964 14,764,044 12,764,044					deares summer to create or meeting
October   14,003,12   14,15,56   16,216,56   15,226,56   15,226,56   16,275,66   16,275,	September 14,731,993	11,717,761 15,595,548	12,763,484 1,635,6	10 11,102,100	
Total \$4590,112   12,966,151   19,285,252   22,967,253   16,617,616   13,482,171   14,980,172		14,513,454 16,740,404			1 Diament in the state of the s
Total 8449,179,591 8164,249,177 8201,855,959 8174,247,155 818,655,969 8173,210,409   January \$27,195 873,111 812,222 8105,421 853,301 814,207   February 49,006 45,530 74,949 44,641 87,5541 130,254   April 56,530 74,949 44,641 87,5541 130,254   April 56,530 74,949 44,641 87,5541 130,254   April 56,530 74,949 44,641 87,5541 130,254   April 66,530 74,949 44,641 87,5541 130,254   April 101,337 40,988 145,901 35,411 55,070 141,000   April 101,337 40,988 145,901 150,000 1					
Total   \$44,179,591   \$16,249,177   \$201,655,982   \$174,274,154   \$185,655,985   \$175,201,080   \$71,091   \$71,091   \$71,091   \$71,092   \$74,793   \$26,605   \$30,792   \$31,005   \$71,092   \$74,793	14,000,112	12,010,101 13,230,320	22,002,031 10,017,0	10,772,111	
Pebruary	Total\$149,179,591	\$164,249,177 \$201,855,989	\$174,247,154 \$186,655,9	69 \$178,210,409	
January				100	
Pebruary   49,066   43,389   77,699   307,227   37,023   25,055   36,055	January \$27,193	\$73,111 \$12,232	\$105,421 \$38,3	1 \$114,207	Less paid with bonds 26,000 00
April   66,360   74,949   48,461   57,544   139,254   238,359   234,472   24,145   2		43,889 77,698		36,803	
May   76,971   101,337   40,988   43,930   75,709   35,417   55,074   42,214   42,				54 31,133	
Juny 1,11,193 77,22 249,404 28,236 77,269 August 417,109 90,315 125,537 45,045 85,720 20,066 Korember 667,375 15,654 48,722 61,003 28,373 9,496 Korember 104,869 55,555 422,312 24,165 44,325 Total \$2,553,818 \$1,037,212 \$2,142,458 \$938,735 \$706,433 \$136,555 \$1,037,212 \$2,142,458 \$938,735 \$706,433 \$136,557 \$1,032,319 \$1,					Laponitates for Delanaro only main
September   667, 675   56, 560   846, 742   61, 003   29, 737   39, 98				74 43,214	Payment to sinking fund 95 000 00
September   667,987   55,400   548,732   64,003   29,373   39,98   Net earnings for the year   \$15,076   48   November   168,49   55,555   452,31   24,165   44,265   52,991					Not send a sen statement 99 905 04
October   179,205   145,225   69,965   33,225   32,061   4,146   Net earnings for the year,\$157,076 48   Net earnings for the year,\$157,076 18   Net earnings for the year,\$157,076 18   Net earnings for the year,\$157,076 18   Net earnings for the year,\$157,076   Net earnings for the year,\$157,077   Net earni					The second secon
November   16,459   56,554   64,914   109,155   54,925   54,949   54,555   55,555   425,521   24,165   44,255   54,949   54,545   54,949					
December   108,489   55,565   425,231   21,165   44,355   52,694	November 45,538			01 8,515	During the year there have been shipped from
Total	December 108,489	55,555 425,231	24,165 44,2	65 82,694	
Samury   Samury   Samury   208,757   610,009   456,493   633,569   400,782   500,665   718,769   600,665   718,769   789,955   789,955   789,955   789,957   641,019	Total 99 952 949	91 027 919 99 149 450	9039 735 9706 4	92 9/36 655	
January \$149,493 6668,275 8664,485 843,2856 824,909 \$127,751 March 488,917 758,286 599,959 191,927 320,165 764,138 764,138 758,226 599,959 191,927 320,165 764,138 744,139 602,284 599,889 320,210 789,857 561,972 665,019 843,295 602,284 599,889 320,210 789,857 561,972 665,019 843,295 602,284 599,889 320,210 789,857 561,972 665,019 843,295 602,284 545,649 445,004 5,131,602 225,786 224,0138 20,0554	10141		\$ \$35,135 \$100,1	03 9130,030	accomplished by any confery in the State.
Pebruary   206,757   610,009   456,493   633,509   400,782   704,135   146,511   146	January \$149.493		\$432,556 \$284.9	09 \$422.751	
Arril 607/287 377,221 550,312 432,325 56,410 945,523 permanent intrinsic value of the property of the flag of the property of	February 208,757	610,009 456,493	633,509 400,7	82 800,663	sively convinces them of the great and increasing
May   G02,254   569,888   320,210   759,557   567,872   65,051   company, and they believe that no colliery has a support of better quality, or July   449,948   448,661   5,137,460   262,593   401,724   382,595   401,724   382,595   401,724   382,595   401,724   382,595   401,724   382,695   401,724					manufaction in the second of the property of the
Superimber   1986					2 42 42 42 111 4
July         449,948         446,601         5137,460         282,593         401,724         332,295         323,774         2,231,732         226,593         401,724         332,295         717,161         September         572,572         238,972         2,460,138         200,854         306,244         80,955         717,161         80,955         Bridge over the Missouri River at Omaha.           November         281,873         383,948         1,126,059         200,991         252,972         266,600         511,657         533,115         1         It has been finally determined that the long alked of bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be sonstructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be sonstructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be sonstructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge across the Missouri river is to be demonstrated to sonst such an enormous sum, from 2,600,000 to \$3,000,000, that no one railway companies have united in the work—the sons and across take the four allway companies have united in the work—the Missouri river is to be demonstrated from Council Bluffs to Constant and the origing across the Missouri river is to be demonstrated from Council Bluffs to work—the Missouri roth of Constant and the Missouri river is to be demo			131,425 606.3		
September   572,572   238,972   2460,138   306,244	July 449,948	448,601 5,137,460	262,593 401,7	24 382,595	can produce it cheaper; and that it is the market
December   231,573   333,948   1,126,059   202,901   286,000   610,460					
November   221,873   383,948   1,126,059   203,091   266,600   551,657   533,115   talked of bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge is to cost such an enormous sum, from \$2,060,000 to \$3,000,000 that no one railway companies have united in the work—the number of the four training to the constructed from Council Bluffs to Omaha. The bridge is to cost such an enormous sum, from \$2,568,274   54,549,075   381,913   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,891,141   1,015,039   1,991,141   1,015,039   1,991,141   1,015,039   1,991,141					Bridge over the Missouri River at Omaha.
Total \$4,901,383 \$5,424,795 \$17,824,095 \$3,440,410 \$4,967,102 \$6,142,961 \$2,660,000 to \$3,000,000, that no one railway companies have united in the work—the four failway companies have united in the work—the fo	November 281,873				
Standary   \$2,658,274   \$4,624,574   \$4,6	December				talked of bridge across the Missouri river is to be
SPECIE   AND BULLION.   \$4,624,674   \$5,469,075   \$3,164,853   \$2,706,336   \$2,124,461   \$1,007,675   \$1,972,834   \$5,830,77   \$7,255,071   \$2,374,194   \$9,437,451   \$1,937,332   \$1,937,332   \$1,937,341   \$1,947,349   \$1,94	Total 64 001 202	95 494 705 917 004 00F	\$2.440.410 \$4.000 1	09 60 140 000	constructed from Council Bluffs to Omaha. The
Sample   S	10001			σο,142,901	and the state of t
February         3,776,919         3,965,664         3,015,367         1,023,201         1,807,030         2,124,461         1,045,039         2,781,419         3,045,039         2,781,419         4,037,675         1,72,834         5,883,077         871,249         5,883,875         2,61,283         2,61,283         2,61,635         4,61,636         3,61,636         4,61,636         3,61,636         4,61,636         3,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,636         4,61,633         1,672,329         72,255,071         23,744,194         9,043,154         1.61,639         4,672,272         1,674,272         1,674,272         1,674,272         1,674,272         1,745,194         1,741,594         1,674,272         1,741,594 <t< td=""><td>Innuary</td><td></td><td>93 194 953 90 706 S</td><td>36 99 551 951</td><td></td></t<>	Innuary		93 194 953 90 706 S	36 99 551 951	
March         2,471,233         6,585,442         1,800,559         381,913         1,045,039         1,891,141         Union Pacific, Chicago and Northwestern, Chicago and Roythwestern, Chicago and Roythwestern, Chicago and Roythwestern was inclined to bridge and Roythwestern was inclined to bridge the Missouri north of Omaha, and then 1,743,701         1,725,071         23,744,194         9,043,154         Union Pacific, Chicago and Northwestern, Chicago and Roythwestern was inclined to bridge the Missouri north of Omaha, and then 1,744,594         1,725,071         23,744,194         9,043,154         1,744,594         1,744,5194         1,744,5194         1,744,5194         1,744,5194         1,744,5194         1,744,5194				30 2.124.461	railway companies have united in the work—the
April 4,037,675 1,972,834 5,883,077 871,249 5,88,755 2,261,283 and Rock Island, and Chicago and Burlington. June 9,867,614 1,367,774 6,533,109 5,19472 15,890,956 6,724,272 July 8,067,337 6,263,381 1,947,329 723,966 5,821,469 13,519,894 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,567,515 1,714,594 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,254,622 1,463,450 1,182,031 1,001,813 1,554,399 1,254,622 1,254,622 1,254,629 1,254,624	March 2,471,233		381,913 1,045,0	39 1,891,141	Union Pacific, Chicago and Northwestern, Chicago
May   9,667,614   1,367,774   6,533,109   5,199,472   15,890,956   6,724,272     July   8,067,337   6,263,381   1,947,329   723,965   5,821,469   1,554,398   1,554,398   1,554,398   1,554,398   1,567,551   1,714,594     September   3,085,919   3,460,385   2,635,398   2,494,973   834,550   2,201,568     October   6,707,519   6,210,156   2,517,121   2,516,226   1,463,450   1,182,031     November   6,213,251   5,438,363   7,267,662   2,046,180   3,776,690   1,733,261     December   3,673,112   5,259,053   6,104,177   2,752,161   3,297,270   6,854,548     Total   \$59,437,021   \$49,754,066   \$50,825,621   \$30,003,683   \$62,553,700   \$51,801,948     January   \$14,888,437   \$10,695,388   \$17,609,749   \$19,746,451   \$22,940,148   \$17,211,776   \$6,774,008   19,002,537   14,004,940   19,754,062   \$8,832,36   14,779,626   24,713,856   22,366,367     July   23,684,915   21,092,787   33,685,866   13,366,611   19,307,928   23,684,915   21,092,787   33,685,866   15,632,314   12,805,773   14,204,407   15,492,518   21,792,436   20,473,699   25,126,753   17,550,755   22,408,776     December   20,603,942   17,292,436   20,473,699   25,126,753   17,50,755   20,710,807   20,912,534     December   20,603,942   17,292,436   20,473,699   25,126,753   17,50,755   20,710,807   20,912,534     December   20,603,942   17,292,436   20,473,699   25,126,753   17,50,755   22,408,776   20,710,807   20,912,534   20,912,544   20,912,534   20,912,534   20,912,534   20,912,534   20,912,544   20,912,544   20,912,544   20,912,544   20,912,544   20,91	April 4,037,675	1,972,834 5,883,077	871,249 588,8	75 2,261,283	and Rock Island, and Chicago and Burlington
July         8,067,337         6,263,381         1,947,329         723,965         5,821,459         1,514,539         1,514,539         1,714,594         strike the Union Pacific Railroad, forty miles west of Omaha. The Rock Island railroad wanted to December         3,085,919         3,460,355         2,835,398         2,494,973         834,550         2,201,958         1,714,594         strike the Union Pacific Railroad, forty miles west of Omaha. The Rock Island railroad wanted to December         3,085,919         3,480,335         2,835,398         2,494,973         834,550         2,201,958         1,714,594         strike the Union Pacific Railroad, forty miles west of Omaha. The Rock Island railroad wanted to December         3,673,112         2,516,226         1,463,450         1,182,031         1,714,594         strike the Union Pacific Railroad, forty miles west of Omaha. The Rock Island railroad wanted to December         1,721,751,662         2,046,180         3,776,690         1,733,261         1,733,261         1,733,261         1,733,261         1,733,261         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,742         1,741,744         1,741,742         1,741,742         1,741,742         1,741,742 <t< td=""><td></td><td></td><td></td><td>94 9,043,154</td><td>The Chicago and Northwestern was inclined to</td></t<>				94 9,043,154	The Chicago and Northwestern was inclined to
August 3,713,532 3,465,261 1,001,813 1,554,398 1,567,851 1,714,594 September 3,085,919 3,480,385 2,835,398 2,494,973 834,550 2,201,968 October 6,707,519 6,210,156 2,517,121 2,516,226 1,463,450 1,182,031 December 3,673,112 5,259,053 6,104,177 2,752,161 3,297,270 6,854,548  Total \$59,437,021 \$49,754,066 \$50,825,621 \$30,003,683 \$62,553,700 \$51,801,948  January \$14,888,437 50,695,358 \$17,609,749 \$14,102,843 22,400,148 17,211,776 16,774,008 19,002,537 14,102,843 22,400,148 17,211,776 16,774,008 19,002,537 April 12,703,797 14,004,940 19,754,062 \$8,582,897 20,124,879 July 20,332,375 16,495,293 25,887,531 13,464,116 26,153,374 21,827,939 21,922,787 33,658,866 13,536,061 19,307,928 27,588,755 19,000,000 and sit bridge it south of Omaha, but the cost is so enormous that it was constrained to give up the design. The Council Bluffs bridge may be constructed in the year 1868. If so it will require on the part of the Northwestern an expenditure of from \$700,000 to \$750,000. Outsiders can thus understand of the Northwestern and expenditure of seven per cent. on its preferred stock at the last meeting of its directors. The purchase of the Northwestern and the bridge at Omaha will make its treasury lean during the ensuing year. The amount of preferred stock is \$1,609,000 and dividend of 7 per cent, would respectively and the product of the Noosehead Lake December 19,939,615 18,693,942 27,410,438 25,577,766 20,710,807 20,912,534		6.263.381 1.947.329	723.986 5.821	59 13.519.89	oridate and massouri north of omana, and then
September 3,085,919 3,480,385 2,635,398 2,494,973 834,550 0ctober 6,707,519 6,210,156 2,517,121 2,516,226 1,463,450 1,733,261 1,82,031 0ctober 3,673,112 5,259,053 6,104,177 2,752,161 3,297,270 6,854,548	August 3,713,532	3,465,261 1,001,813	1,554,398 1,587,8	51 1,714,594	strike the Union Facility Ranfoad, forty miles west
November 6,213,251 5,438,363 7,267,662 2,046,180 3,776,690 1,733,261 The Council Bluffs bridge may be constructed for the year 1868. If so it will require on the part of the Northwestern an expenditure of from \$700, 000 to \$750,000. Outsiders can thus understand why the Northwestern passed its usual dividend for seven per cent. on its preferred stock at the April 12,703,797 14,004,940 19,754,062 8,582,897 23,889,970 20,124,879 June 20,332,375 16,495,293 25,887,531 13,446,116 26,153,374 21,873,292 17,433,701 14,454,809 29,977,982 16,263,475 14,454,809 29,977,982 16,263,475 14,511,361 17,433,701 14,454,809 29,977,982 16,263,475 14,511,361 12,903,942 17,292,436 20,413,899 25,126,753 17,507,55 22,408,775 18,939,615 18,619,334 27,410,438 25,577,766 20,710,807 20,912,534 Beight of the Northwestern an expenditure of from \$700, 000 to \$750,000. Outsiders can thus understand why the Northwestern passed its usual dividend of seven per cent. on its preferred stock at the last meeting of its directors. The purchase of the Winona and St. Peter Railroad, and the bridge at Omaha will make its treasury lean during the ensuring year. The amount of preferred stock is \$15,000,000 and its dividend of 7 per cent. would require \$1,050,000. Milvoaukee Wisconsin.	September 3,085,919	3,480,385 2,835,398	3 2,494,973 834,5	50 2,201,958	of Omaha. The Rock Island railroad wanted to
Total   S59,437,021   S49,754,066   S50,825,621   Total   S59,437,021   S49,754,066   S50,825,621   Total   S59,437,021   S49,754,066   S50,825,621   Total   Exports   S14,888,437   S16,695,358   S17,609,749   S14,102,843   S16,095,082   S68,832,36   S62,553,700   S62,400,148   S					
Total \$59,437,021 \$49,754,066 \$50,825,621 \$30,003,683 \$62,553,700 \$51,801,948    January \$14,888,437 \$10,695,358 \$17,609,749 \$19,746,451 \$22,814,543 \$15,999,998 \$14,102,843 \$24,400,148 \$17,211,776 \$16,774,008 \$19,002,537 \$17,576,967 \$24,713,856 \$22,366,367 \$24,875 \$24,8					
Total \$59,437,021 \$49,754,066 \$50,825,621 \$30,003,683 \$62,553,700 \$51,801,948					in the year 1868. If so it will require on the part
TOTAL EXPORTS.  \$14,888,437 February 14,102,843 22,400,148 17,211,776 March 11,980,714 23,695,082 16,883,236 April 15,832,097 16,002,780 June 20,332,375 July 23,684,915 July 23,684,915 August 17,433,701 September 19,061,471 October 26,797,936 December 19,039,42  TOTAL EXPORTS. \$19,746,451 \$22,814,543 \$19,002,537 16,774,008 19,002,537 14,008,937 16,774,008 19,002,537 14,779,626 24,713,856 22,366,367 22,366,367 22,366,367 22,346,899 22,346,899 22,346,899 22,346,899 22,346,899 22,346,899 36,937,067 21,897,392 21,898,970 21,898,970 22,346,899 24,813,344 24,113,811 24,898,970 24,878,392 25,887,531 24,898,970 24,878,392 25,887,531 24,898,970 24,713,856 24,713,856 22,366,367 22,346,899 24,878,392 21,898,970 22,346,999 24,878,392 24,898,970 24,8	Total · · · · · · · • \$59,437,021	\$49,754,066 \$50,825,621	\$30,003,683 \$62,553,7	00 \$51,801,948	of the Northwestern an expenditure of from \$700,-
February 14,102,843 22,400,148 17,211,776 16,774,008 19,902,537 17,576,967 22,366,367 22,366,367 24,713,556 22,366,367 22,366,367 22,366,367 22,366,367 22,366,367 22,366,367 22,366,367 22,366,367 22,366,367 22,366,369 22,368,37,067 22,346,699 24,713,556 22,366,367 22,346,699 24,713,556 22,366,367 22,346,699 24,713,556 22,366,367 22,346,699 24,713,556 22,366,367 22,346,699 24,713,556 22,366,367 22,346,699 24,713,567 22,346,699 24,713,567 22,346,699 24,713,567 22,346,699 24,713,567 22,346,699 24,713,567 22,346,699 24,713,567 22,346,699 24,713,567 24,713,712 24,713,713			010 W40 4F1 000 01 1	10 618 600 50	000 to \$750,000. Outsiders can thus understand
March 11,980,714 23,695,082 16,883,236 14,779,626 24,713,556 22,366,367 12,703,797 14,004,940 19,754,062 8,582,997 23,889,970 20,124,879 23,684,915 21,092,787 33,585,566 13,536,061 19,307,928 27,588,755 14,244,879 29,977,982 16,235,475 14,454,809 29,977,982 16,235,475 14,511,361 14,571,947 15,492,518 21,739,826 15,523,314 12,805,773 14,204,407 20,603,942 17,292,436 20,473,699 25,126,753 17,750,755 22,408,776 20,912,534 18,619,334 27,410,438 25,577,766 20,710,807 20,912,534 Railwood Commany (Commany Commany Comman					why the Northwestern passed its usual dividend
April 12,703,797 14,004,940 19,754,662 8,582,897 23,899,970 20,124,879 21,6002,780 16,002,780 16,002,780 16,002,780 21,682,209 15,513,346 36,937,067 22,346,699 21,827,392 July 23,684,915 21,092,787 33,585,866 13,536,061 19,307,928 27,588,755 14,511,361 14,571,947 14,454,609 29,977,982 16,235,475 14,511,361 14,571,947 14,204,407 20,9061,471 15,492,518 21,739,226 15,523,314 12,805,773 14,204,407 20,000,—a dividend of 7 per cent. would reduce the complete state of the complete state				56 22,366,367	last meeting of its directors
May			8,582,897 23,899,9	70 20,124,879	Winone and St. Peter Railroad and the bridge at
July 23,684,915 21,092,787 33,586,866 13,536,061 19,307,928 27,588,755 suing year. The amount of preferred stock is August 17,433,701 14,454,809 29,977,982 16,235,475 14,511,361 14,571,947 15,492,518 21,739,826 15,523,314 12,805,773 14,204,407 15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribed by the complete stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend of 7 per cent. would rescribe stock is \$15,000,000—a dividend o	May 15,832,097	16,002,780 21,682,209	15,513,346 36,937,0	67 22,346,699	Omaha mill make its tressure lean during the
August 17,433,701 14,454,609 29,977,982 16,235,475 14,511,361 14,571,947 \$15,000,000—a dividend of 7 per cent. would re- September 26,797,936 21,219,549 20,431,789 23,788,469 16,275,283 14,204,407 Quire \$1,050,000.—Mitwaukee Wisconsin.  October 26,697,936 21,219,549 20,431,789 23,788,469 16,275,283 18,663,252 November 20,603,942 17,292,436 20,473,699 25,126,753 17,750,755 22,408,776 20,912,534 December 18,939,615 18,619,334 27,410,438 25,577,766 20,710,807 20,912,534 Pailwood Company		16,495,293 25,887,531	13,446,116 26,153,		I wind were The amount of west and the
September	August	14 454 809 20 977 999	16 235 475 14 511		1 A . W 000 000 11 11 1 1 4 W
October 26,797,936 21,219,549 20,431,789 23,788,469 16,275,283 18,663,252 17,292,436 20,473,699 25,126,753 17,750,755 22,408,776 20,912,534 December 18,939,615 18,619,334 27,410,438 25,577,766 20,710,807 20,912,534 Beiling Company	September 19.061.471		15,523,314 12,805,7		
November 20,603,942 17,292,436 20,473,699 25,126,753 17,750,755 22,408,776 Lef M. A. Simpson, Esq., of Bellast, Me., has December 18,939,615 18,619,334 27,410,438 25,577,766 20,710,807 20,912,534 been elected President of the Moosehead Lake	October 26,797,936	21,219,549 20,431,789	23,788,469 16,275,2	83 18,663,252	A TO
Reilmood Company			25,126,753 17,750,7		
Tetal\$216,371,843 \$220,465,034 \$272,648,163 \$208,630,282 \$254,883,254 \$283,591,973 Railroad Company,	December 18,939,615	15,019,334 27,410,438	25,577,766 20,710,8	20,912,634	
	Tetal\$216,371,843	\$220,465,034 \$272,648,163	\$208,630,282 \$254,883,	54 \$283,591,97	Kallroad Company,

### RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

1 9	oak (	1 1.							e of last Dividend,			T
Marked thus (*) are leased o	ut- nding. Per		dend Mable.		s (*) are leas oads.		Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads,	Stock out- standing.	Dividend Periods.	
Albany & Susquehanna100 \$1,6	75,139		(I	lartford and	New Haven.1	0.000,0	0 J.A J&O	Jan. '68 S	Portl., Saco & Portsm'th*.100	\$1,500,000	J. & D.	Dec.'67 3
Albany & Busquehanna. 100   \$1,6 \\ Allegheny Valley	25,000 J.A.	J&O Oct.	'67 14	Do.	do pref.	00 5,253,8	30		Providence & Worcester. 100 Reading and Columbia 50	605,019	J. & J.	Jan. '00 4
Atlanta and West Point. 100 1,2	32,200 J. 6	& J. Jul.	'67 34 B	Innover Br	neh	50 116,8	00 M. & N.	Nov.'67 5	Rensselaer and Saratoga . 100	800,000	A. & O.	Apr. 67 2
Atlantio & Gt. Western 50 11,5	22,150			" pi	ef	00 1,180,0	0 J. & J.	Jan.'68 4	Richmond and Petersh g.100	847,000		
Atlantic & St. Lawrence*.100 2,4	19,000 94,900 J.	& J. Jul.	'67 2 E	ludson Rive	or	60 13,937,1 60 1,615,0	0 F. & A.	Oct. '67 4 Aug.'67 3	Rich., Fred. and Potomac.100	1,041,800	********	Nov.'67 2
Augusta and Savannah 100 7	33,700 J.	& J. Jul.	67 34 L	luntingdon	& B'd Top	50 494,3	30	* 1100001	Rome, Watert, and Og'nb. 100	2,385,500	J. & J.	Jan. '03 b
Atlantic & St. Lawrence* 100 2,4 Augusta and Bavannah 100 Baltimore and Obio 1018,1 Do. Washington Br. 100 Baltimore City Passonger 1 Boston and Obelesa 100 Bellefontaine Line 100 Belvidere Delaware 100 Berkshire* 10	50,000 A.	& O. Oct.	'67 6 I	llinois Cent	ral prei.	00 23,386,4	0 F. & A.	Feb. 68 5	St. L., Alt. and T. Haute-100	2,733,376		
Boston and Chelsen 100 1	70,000 A	A O Oct	'68 3 I	ndianapolis	& Cincinnati.	00 1,689,9	00 M. & S.	Sep. '674	" " pref.100	1, 00,000	Annual.	Mar. '677
Beliefontaine Line	20,000 F.	& A. Aug	.'6'1 3 J	oliet and C	hicago*	00 1,500,0	OJ.AJ&O	Oct. 67 1	Sandusky and Cincinnati. 100	2,089,000	M. & N.	
Belvidere Delaware 100 9	97,112 90,000 J.A	J&O Jan.	68 14 L	oliet & Nor	th. indiana*	00 300,0 10 1325.0	00 J. & J.	Jul. '674	Sand Manaf and Newark 100	398,078	M. & N.	Nov. 67 3
Ricashire & Cornink,	10,000 U. 6	or O. Journ	. 01 7 E L	remign and	mananoy	50 2,158,5	35 J. & J.	Jan. '67 6	Sand, Mansf. and Newark. 100 Saratoga and Hudson B 100 Saratoga and Whitehall*. 100	1 020,000		
Roston Concord & Mont. 100 4	59,600 40,400 M. d	& N Nov.	'67 8 L	ehigh Valle	uequehanna.	50 10,734,1	0 M. & N.	J'n. 68 24	Savannah and Charleston 100	1.000,000	A. & O.	Apr.'67
Do., do. pref.100 1,3 Boston and Lowell. 500 1,8	30,300 J.	& D. Dec.	167 4 L	exington &	Frankfort	00 514,6	16 M. & N.	Nov.'67 3	Savannah and Charleston.100 Schuylkill and Susqueh'a. 10	1,269,150	J. @ J.	Ton 100 t
Roston and Providence 100 3,6	60,000 J.	& J. Jan.	. '68 5 L	ittle Schuz	lkill*	50 2.646.1	T. & I. 00	Jan 689	Second and Third St.(Ph.) 50 Schuylkill Valley 50 Scaboard and Roscoke 100	1 576.050	J. & J.	Jul. 67 2
Poston and Worcester 1001 4.5	00,000 J.	& J. Jan.	. '68 b I	omb, and a	outh St (Ph.)						A. & O.	Oct 266
Broadwy & 7th Av.(N.Y)100 2,1	00,000 J.	& J. Jar	. '67 5 L	ong Brane	& Sea Shore and Lex. pr.	- 95,1	4	N'v'67 10	Shamokin V. and Pottsv.* 50 Sixth Avenue (N. Y.) 100 South Carolina 100 South Shore	869,450	F. & A.	Au.'67 2
Brooklyn City & Newt'n 100 Brooklyn City & Newt'n 100 Buff., New York & Erie* 100	99,800 F.	& A. A '	67 84 L	onisville ar	and Lex. pr.	00 48,6 50 1,109,5	38 J. & J	Jul. 67 44	South Carolina 100	- 750,000 2.819.275		Nov.'67
Buff., New York & Erie*. 100	50,000 M.	& N. N's	67 84 (	ouisville ar	d Frankfort.							
	17,800 A.	& O. O.	07 44 L	Lowell and I	lb.& Chicago.	00 2,800,0	00 A. & O	Oct. '678	South Western, Georgia 100 Southern Mississippi 100	1.000.000	F. & A.	Aug.'67
Camden and Amboy100 6,8	42,200 F.	& A. Aug	3.'67 5 N	facon and V	Vestern	00 1,500,0	00	Jan. '68 4	Staten Island	000,000	J. & J.	Jul. '67 4
Clare Cod Branch 60 7	21,926 J.	& J. Jan.	63 31 A	Maine Centr	al	00 1,600,8	60		Syr., Bingham. and N. Y.100 Taunton Branch	250,000	J. @ J.	Jan. 't8
Catawissa, 50 1,1	50,000	FO Oct	16791 A	Manchester	& Lawrence.	0.0000.1	00 M & N	Nov. 67 5	Tennessee and Alabama _100	595.922		*****
Cavuga & Susquehanna. 50 5	89,110	Jan	'68 4	ti ti	" lat prof.	50 6 686	36 M. & S.	Sep. '66 3	Terre Haute and Indians. 50 Third Avenue (N. Y.)100	1,750,000	J. & J.	200, 00
Central of Georgia	66,300 J.	J. Jul.	'67 5	u Memnhis an	" 2d pref.	201 4 051	44 M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.). 50 Tol., Peoria and Warsaw-100	1.650.000	J.@ J.	Jul. '67
Central Ohio	00,000 ,7,	& D. Dec	.'67 3 h	<b>M</b> emphis an	d Ohio	100 570,0	00	Mar. 02 4	" 1st pref.160	II A. AUD URN		
The need and	70.000 J	& D. Dec.	673 A	Metropolita: Michigan Ce	(Boston)	100 1,250,0	00 J & J.	Jan. 168 5	Tol. Wabash and West			
	31 2 E (DEPART)	1	b	Mich. So. &	North. Ind guaranteed.		00 F. & A.	F. 65 34	Tol., Wabash and West 50	1,000,000	M. & N.	N. '67 3
Cheshire, preferred100 2,0	80,000 17.825 An	nual Jan	'68 3 A	Middlesex (1	guaranteed.	00 787,7	00 F. & A.	Aug.'67 5	Troy and Boston 100 Troy and Greenbush 100	274,400	J. & D.	Jun'67 3
Chicago and Alton	86,643 M.	& B. Sep.	'67 6 N	fillville and	Glassboro'	100 000,2	IF. & A.	Aug. 07 0	Troy, Salem and Kuti da100	11 000,000	A. & O.	Apr. '67
Chicago Burl & Quincy _ 50 19,1	193,010 M.	& S. Sep.	67 26	in w. oc Fra	a 1st pref	00 3,082.0	00 Annual	Keb '67 8	Un on l'acinc			
Ohicago, Burl. & Quincy 50 10,1 Ohicago and Gt. Eastern 106 Ohicago, Iowa & Nebras* 1.0	390,000	Jan	168 6 B	ti ti	" 2d pref.	00 1,014,0	00 Annual	Feb.'67 7	Union Pacific (E. D.) 100			
Chicago and Milwaukee 100 2,2	227,000	Jan.	. 00 0 0	II II	" pref	00 7,871,0	00 J. & J.	Jan. '67 5	Union Pacific (Cent. Br.) 100 Union (Phila.) 50	291,475	J. @ J.	Jan. '4 8;
Chicago & N. Western 100 13,1	100,921		a	n. Hill & Sc	huylk. Haven	50 3,775,0	00 J. & J.	Jan. '68 4	Utica and Brack River 100	834,400	J. & J.	Jul. '67 4
Chicago R I & Pacific 100 9,1	100,000 A.	& O. Oct	. '67 5 A	Montgomery	& W. Point.	00 1,419,	69		Vermont and Canada*100 Vermont Central100 Vermont and Massachu'ts.100 Vermont Valley100	8,000,000	J. & D.	
Cin . Ham. & Dayton 100 3,1	29,100 A.	& O. Oct.	. '67 5	morris and I	Lowell	50 5,500,0	00 F. & A.	F. 67 34	Vermont and Massachu'ts.100 Vermont Valley100	2,800,000	J. & J.	J'n. 08 1
Cin. & Indianap. Junction, 100 1,6	00,000		N	Nashville &	Chattanooga.	00 2,056,5	14 M. & N	Nov. 61 5	Virginia Central	2,353,678		
Cingingati and Zanesvilla bill 1.0	100,200		a cana III	ABUERLUCK _	& Taunton.	001 1.100.0	00 F. & A.	Feb. 68 5	Wes ern (Mass.)100	6,710.800	J. & J.	Jan. '68
Cleve., Col. & Cincinnati. 100 6,0	100,000 F	& A. Aug	g. '67 4 D	New Haven	& N. London_	001 738.5	38	1	Western Union 100	2.687.237		
Cleveland & Mahoning* 50 2,0 Cleve., Painsv. & Ashta100 5,0	T. 1000,000	& J. J'n.	'68 34 1	New Jersey	Northampton.	00 1,224,	00 F. & A	Jul. '67 3 Aug.'67 6	West Jersey 100 West Philadelphia 50	249,100	M. & N. J. @ J.	Jul. '67
Cieveland and Pittsburg 50 5,4	103,911	Вер.	. '67 6 1	New London	Northern	00 895,0	W. & S.	Sep. '67 4	Wum. and Marchester 10	0 1,150,470		
Col. & Indianapolie Cen 100 4,6	000,000 J. A	J&O 0. '	67 24 N	V. O., Opel.	on & Gt. N k Gt. West'n,	00 4,093,4	25		Wilm. and Weldon	0 1,840,278 1,141,000	J. & J.	J'n.'68 5
Columbus and Xenia* 60 1,6	86,200 J.	& J. Jul	87 6	New York	Jentral	00 26,530,0	00 F. & A.	Aug.'67 3	CANALS			
Concord & Portsmouth 100	350,000 J.	& J. Jan.	633	16	" pref.	50 1,500,0	00 J. & J.	Jan. '68 4	Chesapeake and Delaware 5	1,575,96	J. & D.	Dec.'67
Coney Island & Brooklyn, 100 Conn. & Passump, Rivers, 100	000,000		2	New York &	d & Roston	00 6,000,0	00 J. & J.	Jan. '68 5	Delaware Division	5 8,228,598 0 1.623,256	F & A	Ang. '67
Do. do. pref.100 1,6	373,300 J.	& J. Jul.	'67 3 N	Ning. Bridge	& Canandai*	1,000,	00 J. & J.	Jul. 67 3	Delaware and Hudson 10	0 10,000,00	F. & A.	Feb. '68
					ina	100 4 000	00		Er e of Pennsylvania	64.00	0	Trug. o.
Danbury and Norwalk 100 8	106.900	* 4 DO 1	112	Northern Ca	ntral rn (S. C.) pre				Lehigh Coal and Navigat 5	0.101.00	M. & N.	10. A. 101
Dayton and Michigan* 100 2;	66,132 J.	& J. Jul.	. '67 3 1	Northern of	N. Hampsh.				Monougahela Navigation. 5 Morris (consolidated 1		0 FA 6 A	13 3- 109
Del., Lackaw & Western, 50 11.	288,550 J.	& J. Jul.	. '67 5	Northern of	N. Jersey	100 158,	00		(preferred) 10 Schuyl. Navigation (cons.) 5	0 1 175,00	0 F. & A.	Aug.'67
Des Moines Valley 100 1,0	152,3594			North Penn	vlvania	50 3,150,	50	F'b.'68 5	" (pref.), 5	0 2888,80	F. & A.	Feb.'67
" pref.100 1,	200,000	*****		Norwich &	Worcester	100 2,303,	00 J. & J.	Jan. '68 a	Union	0 2,052,08	0	
Dubuque and Sloux City 100 1,	8,3,641			4	pref.	100 641,	00 A. & O	Oct. '67	" preferred 5	0 2,907,86		
Do. do. pref 100 1,5 Eastern (Mass.)	987,851 Au	Mal. De	0.'67 7	Onio and M	ississippi	100 20,222,	97 Annual	Jan '67 '	W. Branch and Susq 5 Wyoming Valley 5	0 1,100,00	J. & J. 0 irregula	
PERMITTED CO. Pt. 1 TUDY 7	1000,000	Chic all lafters	I. UO TI	Old Colony	OF THOM DOLP							
East Tenn. and Georgia100	504,400	*****		Oswego and	Newark Byracuse	100 281, 50 482.	100 F & A	Aug. 167	MISCELLANEOUS, Atlantic Mail Steamship10 Pacific Mail Steamsh p16	4,000,00	MJS&D	Dec'67 2
Maet Tenn, and Virginia 100	000 000 T A	Te () Tel	107 4	Pacific of M	lissouri							
Kim., Jeffers. & Canand - 100	500,000 F.	& A. Au	'67 2	Paterson an	d Ramapo	100 248,	00 J. & J.	Jan. 68	West'n Union Telegraph.16 American Coal	0 28,450,00	0 J. & J.	Jul. '67
Elmira & Williamsport 50 Do. do. pref. 50	600,000 M.	& N. N'v	1.67 24	Paterson an	d Hudson Riv	100 630,	000 J. & J.	Jan '68	American Coal	5 1,500,00	0 M. & B.	M. '67 3
Krist Kailway 100 AC.	OLOTTON H.	& A. IFEI	0.'00 411	L COLIN OF D	ireau vailev.	100 1.200						
Do. pref	535,700 A	nnual, Jar	0. '68 7	Petersturg	& Lynchburg	100 1,300	150	Ini 187	Central Coal10 Mt. Pleasant Coal	2,000,00	0 J. & J.	Jan. '67
Evansville & Crawfordsv.100 L.	142,834	A. Au	8.010	Philadelphi	a and Reading	50 21,191	067 J. & J	Jan. '68	Pennsylvania Coal	0 3,200,00	FMALL	Aug.'67
Fitchburg & Worcester 100	247,800 J	& J. Jan	0. '68 4	Phil. Germ	nt'n & Nor't'i	50 1,561 E0 1,507	850 A & C	Oct '67	Spring Mountain Coal	0 1.250.00	0 J. & J	Jan. '67
Flint and Holly	M	A N M's	v'67 6	Phila, and	renton*	10 999	200 F. & A	. Aug.'67	Spring Mountain Ceal	0 1,000 00	0 J. & J.	Jan. '67
		@ J. Jul	L '67 5	Philadelphi	& Balta City	50 9,919	000 J. & J.	Jul. '67	Wyoming Valley Coal10	0 1,250,00	0 F. & A	Aug. '6
Georgia 100 3,	156,000 A	. & O. Ap	r.'67 6	Philadelphi	a and Darby	20 100	J. @ J	Jan. '05	Adome Towns	0 10 000 00	O FOM A 4-1	Now 188
Girard College (Phila.) 50	160,000 J.	& J. Jul	1, 167 2	Pittsburg &	rey's Ferry Connellsville	50 1,791	323 J. @ J	Jan, '08	American Express56	0 9,000,00	O FMA&	Nov.'66
Grand College (Phila.) 50 Granto College (Phila.) 50 Granto College (Phila.) 10 Great Western (Ca.) 16 Green and Coates St. (Ph.) 50	802 744 F.	& A. Au	g.'67 3	Pittab., Ft.	W. & Chicago	100 9,940	987 J.A.J&	O Jan. 68 2	Merchants Union Express.16	0 20,000,00	O M.ISAT	Dec. 166
The state of the s	OF STREET			F TABBITOTH W	A. A. URIIIS,	100 30,7	J. B J	. la an' . 09	OHIOG DIRECT MAN DI CHIN		- CHENT	

### CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

		-	PASSENGER RAILRO	AD SH	ARE I	LIST.				N.	100		PASSENGER RA	ILROA	LD.	BOND	8.	
	N. B	-A	dash [-] signifies "nil" and				ertaine	d."	MEH.				3 Table 1 Table 1	+ 10	INE	REST	34	1
Length.	Equip ment,	_	21 201 201 -	st of Road and Equipment.	-	Indeb		Earni		n balle			DESCRIPTION.	Amour out- standin	Kate.	Pay-	Princip	farket Price.
Fiscal year ending.	- Car		Companies.	Ros	Capital	- 1		1		10 8	.0	Price.	Davidson (Davidson)			onths.	Von	-
ending.	. 6	0		of	20	40	t.			capital.	Value,	et I	Broadway [Brooklyn]: Real Estate Mortgage	27,500				p c.
	Horses.	1.bors		# H	Share	Borded Debt.	Floating Debt.	Gross.	* 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	cap	Par I	Market	Broadway & 7th Avenue: 1st Mortgage	500,000	7 J.	& D.	1884	
Col	Ho 2.1	=		co	60	Bo	E4 .	5	Net	9	A	N	Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7.1	A: 3	1883	Cho
m, m.	No No	N	MASSACHUTETTS.	***	310,000	8.	*	8,800	7,525	6. 6.		37	Brook'yn and Rockaway	1			2 100	
30 Nov.'66 3.36 — 30 Nov.'66 5.73 —	218 32	1	Boston and Chelsea Broadway, Boston	110,000 348,279	119,000 325,000		20,451	168,846	44,203	7		55	Brooklyn Centr. & Jamaica:	35,000	1. 100			
30 Nov. 66 27.43	35 6	- 0	CambridgeLowell (Horse)	734,671	727,800 46,000	150,000	94	20,399	3,261	9		934	1st Mortgage Brooklyn City.	198,000	7 J.	& D.	1870	
30 Nov. 66 11.75 -	211 31	1	Lynn and Boston	271,530 60,246	200,000	50,000	60,032	164,742 27,144	5,253			10 25	1st Mortgage	170,000	7 J.	& J.	1872	
80 Nov.'66 3.41		1-11	Malden and Melrose Medford and Charlestown	36,600	21,000	58,727 9,500	100,000	19,627	2,240	-	50	25 57	1st Mortgage	200,000	7 J.	& J.	1872	
30 Nov. 66 38.82 30 Nov. 66 6.28	837 157 254 35		Metropolitan (Boston) Middlesex (Boston)	1,501,478 1 494,702	400,000	38,000	189,096 76,444	157,176	11,437	1.		88	Brooklyn City & Ridgewood: 1st Mortgage	20,000	7 J.	& J.	1884	100
\$0 Nov.'66 3.22 \$0 Nov.'66 5.69	60 9	-	Northampton & Will amsb. Quincy	300,000 141,233	300,000 71,600	58,400	4,627 55,000	2,686 34.256	211				Cambridge: 1st Mortgage	150,000	6.1	& J.	1883	60
20 Nov.'66 7.78	48 13	-	Salem and South Danvers I	189,972 75,000	150,000 75,000	27,300	4,148	35,970 4,379	6,108 2,251	4 3		391	Central Park, East & North River:				2 4	0.0
30 Nov. 66 2.50	12 3	-13	Stoneham street (Boston)	37,300	33,000			9,628	1,991	6			1st Mortgage	550,000	7 J.	& J.	1874	
30 Nov. 66 6.74	431 63		Suburban Union (Transportation)	95,000 283,789	5,000 200,000	24,000	113,007	341,247	10,110	5		88	Citizens' Pittsburg]	56,300	7 J.	& J.	1870	
30 Nov.'66 1.58 —— 30 Nov.'66 2.25 ——		1-1	West Cambridge Winnisimmet	13,600 62,152	13,600 59,800			3,720	3,255	41		47	Coney Island and Brooklyn: 1st Mortgage	148,000	7.1	A . J	1872	0.16
30 Nov.'66 11.60			Worcester	91,174	75,000	52,000				-			Delaware County:	6,500	-		1.362.3	
		11	CONNECTICUT.			-							Dorchester:		i			
31 Jan. '64 3.0 3.0 31 Dec. '62 8.5	45 7		Fairbayen and Westville Hartford and Wethersfield.	100,000 300,000	100,000 300,000		_			8			D. Dock, E, B'dw. & Battery:	5,000				
33 Sep. '68 9.65		1 1	NEW YORK.			40,000		46,365	1,841				1st Mortgage Eight Avenue .	550,000	7 J	. & J.		
30 Sep. 166 25.00	87 45	20	Albany Bleeker St. & Fulton Ferry.	1,698,766	900,000	694 000	10,000	231,424	103,590	8	100 100		1st Mortgage	100,000	7 3	. & J.		
30 Sep. '66 10.76	98	33	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	27,500 1500000	Moreoma	98,268 677,195	268,445	4	100		Forty-second street:	127,150			1878	
30 Sep. '66 8.00 30 Sep. '66 24.00	1	0	Brooklyn, Bath & Coney Isl'd Brooklyn Central & Jamaica	100,414	29,000	80,000 462,810	14,064	27,901 196,041	7,567 25,709	=	100	****	Real Estate	134,500		8831.7		
30 Sep. '66 57.68 1.96	0 19	8 -	Brooklyn City & Newtown.	1,388,369	1,000,000	170,000		1,051424	356,656	12	100		1st Mortga, e	200,000	7 3	. & J	1869	107
20 Sep. '65 0.09 9.4	1	-	Brooklyn City & Ridgewood	187.200	164.000	20,000	3,200		19,566	_	100		Frankfort and Philadelphia 1st Mortgage		7			-
30 Sep. '66 4.56 — 30 Sep. '66 24.00 —	u	4 12	Brooklyn City & Rock. Be'h Centr't P'k,N & E. Riv. (N. Y.)	124,586	970,000	35,000 550,000	21,303	8,667 535,008	4,562 127,893	21	100	****	Germantown:	350,000	7 3	. & J	1869	
	0		Clinton Avenue (Albany) Cohoes & Waterford		2,800								Green and Coates St.: 1st Mortgage	100,000		7/1	-	252
30 Sep. '66 19.75			Coney Island & Brooklyn	643,099	500 000	148,000		123,014	loss.	-	100		Harlem Br. Moris'a&Ford'n	1			-	88
30 Sep. '66 23.23 - 6.0	0 18	0 _	D. Dock, E. B'dw. & Battery East & North River (W.Co.)	650	1,200,000			89,549		_	100		lst Morigage	124,000	1 ,19	i. & J		
30 Sep. '66 18.00 — 30 Sep. '65 12.00 —	- 15	7 -	Eighth Avenue	1,300,972 962,521		160,000 260,000	2.698	725,724 227,662	61,207	5			mount: 1st Mortgage	183,606	7	. & J	1980	
30 Sep. '65 4.52 — 30 Sep, '66 10.00 —		-	Grand st. & Newtown (W'g) Harlem Br., Moris'a& Ford'm			124,000					100		Hoboken and Weehawken: 1st Mortgage	1		M. & S	1	
30 Sep. '66   3 00		-	Hudson Av. and Prosp. Pak		(Con	pleted	Sept.,	1867.)	-	-	-		Lynn and Boston:					
30 Sep. '66 12.20 — 30 Sep. '65 11.00 —	8	0 -	Port Morris & Westchester	445,295 1,200	1,200			73,276	-		100		lst Mortgage [read]:	1	0	J. & J	71-7	12 914
30 Sep. '66 11.00 — 30 Sep. '66 16.00 —	3	8 -	Rochester City & Brighton Second Avenue (N. Y.)	1.250.029		100,000		53,296			100	55	Medford and Charlestown:	58,72	1 6.		1880	91
20 Sep. '66 8.37 — 30 Sep. '66 3.00 —		3 -	Sixth Avenue (N. Y.) South Brooklyn & Berg. St.	1,489,863		190,000		522,705		5		120		9,500	6			
30 Sep. '66 17.50	100 -	0 -	Third Avenue (N Y.)	2,408.509			70,000	1,098083	260,333	12	100		1st Mortgage	38,000				
30 Sep. '65 4.46 5.0	0		Third Avenue & Fordam Troy and Cohoes	50,000				(Lease	d.)		-		Malden & Melrose bonds Real Estate	6,000				
30 Sep. '66 — — — — — — — — — — — — — — — — — —			Troy and Lassingburg Utica and Waterville	311,362	124,50	(no re	port.)	46,449	14,355	_	-		Ninth Avenue:	1	0 7			
30 Sep. '66 1 75		4-	V.Brunt st & Erie Bas. (Bk'n Westchester	62,000	50,00	12,000					-		North Philadelphia: 1st Mortgage	1	11			
30 Sep. '65 4.0	00		West Shore	1,45					_	-			. iiOrange and Newark:	-	1 1			
31 Dec. '62 5,32		7	New Jersey. Hoboken and Hudson City.				2,000	0		-	-		1st Mor.gage Broad street O. & Newar	100,000 k	0 7	J. & J	188	
31 Dec. '62 5.05 2.5 31 Dec. '62 10.47	50	8	Hoboken and Weehawken. Jersey City & Bergen Poin	t	70,00	60,000		17,22	9,986	3			Philadelphia City:	100,00	0 7	J. & .	. 1883	
31 Dec. '66 17.00 31 Dec. '62 5.80	150 2	8	Orange and Newark	618,296		0 300,000		124,67	30,500	-	- 50		Philadelphia and Darby	140,00	0 6	J&	1879	91
			PENNSYLVANIA.	1		1		0 140 47	07.00	1	-	1	1st Mortgage	17,00	0 7	J. & .	1. 1876	0
31 Oct. '66 9,23 — 31 Oct. '66 6,74 —			Citizens' (Pittsburg) Frankfort and Phitadelphi	a 134,93	71,47	56,30 5 50,00	21,75	6 143,11 0 6,18	loss.	-	-		lst Mortgage Pittsb, Allegh'y & Manch.	15,50	0 7	J & 2	186	
31 Oct. '66 16.43 — 31 Oct '66 34.41 —		19 -	Frankford & Southw'k(Ph. Germantown	) 772,600	491,65	0 200,00 5 350,00	0	- 261,22 4 294,68	65,446	20		16	let Mortgage	35,00		J. & ;		
31 Oct. '66 5.47 31 Oct. '66 4.53	- 120 5	25 -	Grard College (Phila)	81,613	2 160,00	100.00	-	- 104,93 - 166,79	17,340	1 15	5 50	27						
31 Oct. '66 2.12	- 25	5 1	Harrisburg City	55,87		4 9,50	0 4,82	4 11,46	50	1	- 25		Pittsburg & East Liberty :	10,60		J. & .		1
31 Oct. '66 19.00 31 Oct. '66 5.21		66 1 18 1	Harrisburg City Hestony., Mantua & Fairm' Lombard & South st. (Phil.	160,18	90,00	- 183,60 0 60,20	0 4,50	0 242,18 0 67.45	20,160		- 50 - 25	1 11	1 lst Mortgage	. 87,00	7	J. & .	1. 187	1
31 Oct. '66 7.25 — 31 Oct. '66 5.92	90	13 -	Oakland (Pittsburg & K. L.	118 38	59,50	0 52,15 0 17,00	7 6,17	4 43,26	lors.	-	20	12	Plain bonds	68,40	0	M. & 1	3. 186	8
31 Oct. '66 7.00 31 Oct. '66 7.50	- 241	15 -	Philadelphia City. Pittsb., Allegheny & Manch' Pittsburg and Birmingham	396,25 r 140,74	5 255,00	0 140,00	0 31.25	5 191,82 7 116,88	61.82	2	- 50		lat Mortgage	30,00	0 7	J. & .	J. 187	0
31 Oct. '66 2.90	- 176 - 75	12 -	Pittsburg and Birmingham	72,90	9 68.00	0 10,60	0	- 80,13	29,93	3 20	1 50	-	. lst Mortgage	100,00	0 7	J. & .	7.	
31 Oct. '66 8.00 31 Oct. '66 3.60	- 54	6	Schuylkell River (Phila.)	179,63	9 50,00	0		8 42,02 - (op. by	8. &. P	) -	-		1st Mortgage	- 520,00		J. & 1	1	7
31 Oct. '66 19.39 31 Oct. '66 5.62		72	Second & Third st. (Phila.)	485.82	3 339,00	7 114,20	0 41,22	9 407,92	3 131,58 2 12,33	8 50		73	Second and Third Street:	100.00	0 7	T 4	-	
31 Oct. '66 8,50	154	10	4 Spruce&Pine(Pt. il. &Gr'aF.	250.25	3 250,15	7	-	- 101,99	6 38,49	1 8	50	20	2d Mortgage	114,20	0 7	J. & .	J. 186 J. 186	
31 Oct. '66 7.00 — 31 Oct. '66 6.25 —	- 197 - 160	18	13th & 15th st. (Phila.)	176,04	. 994,98	0		- 206,94 - 128,95	5 45,19	8 2	60	18	1st Mortgage	10000	1	J. &	J. 187	10
31 Oct. '66 25.00 31 Oct. '66 9.29	515	70 1	1 Union (Philadelphia)	762,24	7 400,00	0 300,00		- 344,89 - 292,46	6 67,57	4 7	\$ 50 50	37	Union:		0			
81 Oct. '66 248	9	8	Wilkesbarre and Kingston Williamsport	26,88	0 25,00 2 15,60	00	- 6,26	9,16	8 3,42	4	25		Real Estate Mortgage	300,00	0 6	J. & 1	). 187	5
		4	MARYLAND.				1,19			1	20		1st Mortgage	- 100,00	0 7			
31 Dec. '62 21.00	340	50 -	Baltimore City	2000000	The same		31,54	19 239,05	9 21,05	-		- 20	Van Brunt, st & Eric Basin 1st Mortgage West Hoboken & Hoboken	A 1.35 Sec.	100	J. &		
\$1 Dec. '62 5.00 \$1 Dec. '62 5.00			Cincinnati Street	111.41	3 150,0 2 100,0		-	-		-	-	-	let Mortgage	1: 000		M. & 1	200	13 533
31 Dec. '62 5.00 31 Dec. '62 3.81	-		Passenger (Cinc.) Pendleton & S.at. Mar't (Cin	69,88	7 50,0	00			-	-	-		West Philadelphia:	00,00		X 140 (100)	and the same	10 000
81 Dec 62 8.63			- L outroion & parmari(OII	70,00	50,0				-	-			1st Mortgage	-1:00,00	12	J &	1 1 180	0 1-

## NATIONAL AND STATE SECURITIES.

Indicates that no interest is paid,	Amounts outstanding.	Rate.	Payable.	WHEN PAYA- BLE,	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable,	WHEN PAYA- BLE,	Market Price.
National Securities, Jan. 1, 1868. Loan of Jan. 28, 1847registered	14 000 040 \$	6	Jan. & July.	1867	144	Massachusetts—State Almshouse Loan "-8, Almsh, and State H. Loan	100,000 275,000	-	May & Nov. April & Oct.	1872	
Loan of March 31, 1348registered	162,811	6	u u presentation.	1868 1868 Due,	136	Back Bay Land Loan Lun, Hosp. (W. Mass.) Funding Loan	220,000 150,000 75,000	6 6	May & Nov. April & Oct. June & Dec.	1882 1868 1868	
Loan of June 14, 1808 registered (	20,000,000	5 5	Jan. & July.	1874 1874	1114	" - Lun. Hosp, and State Prison.	172,000 94,000	6	Jan. & July.	1874	117
onn of June 22, 1000 Goupon	7,022,000 }	5	66 66	1871	1161	" - Union Fund Loan	50,000 660,000	5	June & Dec. Jan. & July.	1877 '77-'78	
Loan of Feb. 8, 1861registered coupon of War Bonds of March 3, 1861	18,415,000	6	66 66	1881	109	" -Bounty Fund Loan	888,000 200,000	5	66 66		1021
a a w w yearly)	1,016,000 }	6	July.	1881	108	" _ " " sterling -	4,379,500 3,996,000	5	May & Nov.	1894 1894	103
H " " " " " " " COMP COUNTY ) ]	264,245,600	6	46 46	1881	109	a — a a a	850,000 2,150,000	6	Jan. & July.	'71-'78 '74-'76	116
u u (5-20s) coupon	0	6	May & Nov.	1882 1882 1884	106	-Western R.R. Loan (ster ing)	2,113,000 4,319,520	5		'68-71	
Loan of March 3, 1861 (5-20s) registered (5-20s) coupon (5-20s) registered (5-20s) registered	94,76	6	May & Nov.	1884 1885	105	Southern Vermont R.R.	275,006 200,030	5	Jan. & July. April & Oct.	1890	
" (5-20s) coupon (5-20s) registered	378,804,760	6	Jan. & July.	1985 1886	108	" — Troy and Greenfi'd R R	966,500 554,186	5	66 66	'91-'93 '88. '90 1878	934
4 4 (5.20s)registered	1,3	6	11 11	1886 1887	1691	" -Renewal Bonds	160,000 - 216,000 -	6	Jan, & July.	1878	
(6-20s) (5-20s) (10.40c) regretared	177 007 900	6	Mar, & Sept.	1887 1904	105% 105%	War Loan Bonds	1,750,000 250,000 1,111,500	6 7	ec ec	1868	100
(currency)	20,713,000	6	Jan. & July.	1904	102	" — Bounty Loan Bonds — Minnesota – State Building Loan	463,600 100,000		May & Nov.	1890	-
the Motos (7.20s) done Su. 'Ol: 20 series / L	233,268,450 }	7.3	June & Dec. Jan. & July.	1868 1868	1057	Mississippi - *State Ronds (Plantare' Rank)	2,275,086 2,000,000	7 7 6	Jan. & July.	1883 '41-71	
" (7-30s) Mar. 3, '95: 3d series \ Matured Tebt not presented Jold Certificates of Deposit.  Joupon Interest Notes 1864 '65	15,708,829 20,104,580		presentation.		105%	dissouri—State Bonds	5,000,000 622,000	6	Jan, & July.	Var. 62-'83	
Inited States Notes (green Ducks)	46,244,786 356,159,127	6	At maturity.	3 y're		" - Hanning and St. Joseph R R	3,000,000	6		81-85	
Three per cent. certificates	31,597,584			****		" -*Pacific R.R. " -*Southwestern R.R. " -*North Missouri R.R.	4,500,000	6		85-87	100
Navy Pension Fund	13,000,000	***		*****		" Fron Mountain R.R	3,590,000 650,006	6	66 65 P	83-'89	****
State Securities, latest.	168,000	5	May & Nov.	1872		** — Platte County R.R	700,000 1,194,:00	6	41 (1	1887 67-'78	
" _ " (extended) " (funded coup.) "	1,941,000 437,850	5	61 66 66 66	1883 1887		" — " " Sept. 1, 1984 " — " " Oct. 1, 1866	600,9e0 609,500	6	May & Nov.	84-89	
u _ u (aterling) u u u	648,000 688,000	5 6	Jan & July	1876		New Jersey - War Loan of 1861 (free)	500,000 1,798,900	8	Ton & Tule	1869 67-184	no1
Arkansas Bank Loan (real estate) .coupon	899,000 610,000	6	April & Oct. Jan. & July,	1861 1868		" - " " 1863 ( " )	1,002,900 798,400	6		86-'96 97-'02	
Dalifornia - Civil Bonds of 1867 cupon	3,727,500 198,500	7	Jan. & July.	1877	128	"Bounty Fund Bonds coupon	700,000 2,559,003	7	J. A. J. & O. Jan, & July.	1070	103 106
"—Seldiers Relief Bonds " Connecticut—War Bonds of May, 1861	1,548,500 2,000,000	7 6		83-'84 71-'81	981	" -General Fund Bonds	27,726,560 1,189,780	7 6	66 66	1877	106
u _ " " Oct., 1801	2,000,000	6		72-'82 1883	****	et et et et	£00,000 800,000	6	23 33	1868	1004
May, 1 864	2,000,000	6	66 66	74-'84 1885		" - Canal Fund Bonds	3,650,000 6,600,000		J. A. J. & O.	1871	998
Morida-State B)ndecoupon	370,617	8 7	Jan. & July.	var.		u _ u u	2,250,000 1,400,000	6	66 66	1874	1004
Heorgia—State Bonds (Railroad)coupon  (Act Mar. 12, '66. "	276,900 3,030,000	7		72-74 1886	81	" —General Fund Bonds	909 607 442,960	5 .		leas, 1868	
" - " (Railroad) "	734,000		Fob. & Aug.	68-74 78-86	71	6 _ Gara and Pends	900,000 800,000		Jan. & July.	1575	91
llinois -Ill, and Mich. Usualcoupon	72,000 1,157,223	8	Jan. & July.	1869 1870	99	Cana und Bonds	167,000	5	4 4	1808	
" _State Bonds coupon	948,910	6	63 68 7	1870 60-'70		North Carolina - State Bonds	366,000	6	Various.	69-78	93 65
" - War Loan Bonds " ndiana - State Bonds	4 357,253 945,200 1,191,992	6	66 66	77-79 1879	998	# _ # # # # # # # # # # # # # # # # # #	8,334,000 650,000		April & Oct, "	90-'91	
adiana – State Bonus	3,829,936	5	16 66	1866		Ohio-State Bonds (Union Loan)	250,566	6	fan, & July.	1868	51 100
owa Btate Bonds	180,000	7 6	Jan, & July.	1886 1868	98	6 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1,600,000	6	46 46	1870	100
Caneas - Seate Ponds coupon	93,945 500,000	7	Jan, & July.	1881 1875		" _ " "	2,400,000	6	66 66	1886	103
Centucky-State Bondscoupon	901,600	6	Jan. & July. '	08-71		Oregon—State Bonds (Relief and Bounty) Pennsylvania—State Bondscoupon " " registered	4,993,000	6	Various,	77-82	96
65 66 66 and one of 66	415,000	6 1	April & Oct.	1870		" — Inclined Plane Bonds — State Bonds, 1st series —	400,000		April & Oet	1879	99
onisiana—State Bonds (Banks)coupon	645,000	6	April & Oct. '6	50-195		" 2d series		5	66 66	1882	
" " " (Rrilroads) " " (Schools, &c.).	2,928,000	6	various,	59-99		"	4,907,150	6	66 66	1877	021
4 _ 4 8 (Lev ee) 4 (New) 4	1,000,000	6	various,	1886		" — " 3d series — — Military Loan Bonds — —	9,270,017	6	GE 66	1892	034
Taine—Mass. Land Debt of '53coupon	150,000	5		57-72		Rhode Island-State War Bonds of 1861	3,000,000 46°,000 1,196,000	6 1	April & Oct.	1871	163
" - War Loan of 1861 "	171 000	6	various.	75-78		6 — 6 6 6 1563 6 — 6 6 6 1863	269,000	6 4	April & Oct.		95# 96#
Bounty Loan of 1863	525,000	6 1	Mar. & Sept.	1000	984	south Carolina—Free Loan Bonds	917,000	6   I		1894	
War Loan of 1864 "	2,832,500	6	lune & Des.	1889	98	" —State Bonds (various) ————————————————————————————————————	3,275,000	6 J	an. & July '7	11-'90	
" (8 & T. W.Gan.) sterl.	1,017,622	5	" "	1865		Tennessee -State Bonds "	1,949,430		pril & Oct.	1949 -	601
(C, and O. Can.) steri, (R. R. various)	1,405,507	5	44	1889		B -Railrand &c. Loan Bonds	1,706,000	6 T		1868	
(B. & O. R.R) e'erl	159,974	5 5	1 18 'S	1890		-New Bonds	2,207,000	8	46 46	Var.	66
(C, and O, Can) " (Ches, & Ohio Can).	3,259,616 2,009,000	6	- 44	18.0		Vermont - State War Bonds	1,567,500	J	une & Dec. 7	1 170	881 601
(Bounty)	1,000,000	6	1	A COMPAN IN	00	" - " " (sterling new)	466,250 108,000	5	46 61 ]	ong.	
(Ches. & Obio Can.).	30,000	6		1885		46 mm 46 mmm noon 46 15	21, 69,398		es es 1		261
_ (Bult, & Susq. R.R.).	24										
General Statutes Loan	15,000 21,000	5 J	une & Dec. 1	1868		" — (new)regis/ered " — " (")	1,379,600	3	"	1876	804 42

	R	AILE	COAD	EAL	RNIN	G8-1	IONT	HLY			7/18		
antic and Great Western :	150,718 289,445	Pebruary. 164,438 847,211 438 279	March. 166,493 432,340 885,991	April. 194,992 355,045 412,521	May. 200,807 472,498 464,507	June, 265,628 410,800 493,243	July. 295,512 493,882 466,898	August. 84 856,408 696,584 568,589	optember. 401,103 541,481 533,150	October, N 857,228 675,446 599,670 483,917	ovember, 358,344 634,243 474,056	December. 328,928- 576,365 388,573 350,837	8,285,402 5,825,385
icago and Alton :		380,190	489,555	407,018	465,102	383,898	400,550	461,879	483,177	483,917	446,696	350,837	5,696,119 5,130,029
863	109,850	101,355	104,872	122,084	182,301	145,542	149,187	157,948	170,044	170,910	156,860	158,294	1,673,706
864	280,503	154,418 275,283	195,803 299,063	162,723 258,480	178,786 822,278	206,090 355,270	224,257 885,985	812,165 409,251	854,554 401,280	820,879 857 966 860,223	807,808 807,919 828,080	252,015 236,824	1,673,706 2,770,484 3,840,092 8,696,168
867	240,238	222,241 142,947	290,111 238,862	269,249 283,921	829,861 388,691	871,544 \$48,471	821,697 856,142	887,269 421,484	822,638 423,164	860,223 430,108	328,080	271,247	8,896,168
cago, Rock Island and Pacific:		- drashad	Calebra Date	makelaka T	- Dist	-	or the land	ARLA TRISA	2 1000,000	The second second	THE WOLLD	OF THE PROPERTY.	
868	158,735	180,225 175,482	122,512 243,150	126,798 185,013	144,995 198 679	170,937 243,178	189,142 224,980	160,308 307,874	210,729	216,030 824,865	196,486	201,134 821,037	1,050,267 8,005,470 8,818,514
865	305,554	246,331 183,385	289,403 257,230	196,580 209,099	284,612 277,508	821,818 306,693	244,121 238,926	305,281 317,977	889,489 400,941	807,628 428,474	270,078 345,028	201,779	8,818,514 8,466,929
867	292,047	224,621	272,454	280,283	251,916	281,488	274,800	404,600	688,408	558,200	415,400	851,000	4,168,913
loago and Northwestern:		*****	W. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	3 (40.00 (2))		366,100	281,834	296,169	478,188	551,122	435,945	407,688	2.811.544
864	273,876	317,889 482,164	390,865 499,296	421,363 468,358	466,830 485,623	565,145	480,710 702,681	519,306 767,508	089,605 946,707	729,759 982,682	716,378	568,400	6,114,565 7,976,490
866	523,568	399,917	523,745	587.519	858,948	747,949 996,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
867lcago and Great Eastern:	000,147	574,864	765,898	774,279	895,712	893,357	800,826	Jan. 200 L	1,451,284	1,508,883	1,210,387	918,088	11,532,848
868	33,829	33,804 56,565	38,485 67,822	40,641 61,812	87,588 59,182	38,068 58,178	80,208 53,618	50,198 88,458	51,485 87,087	61,787 97,876	51,885 94,548	60,895 78,111	528,364 850,496
865	77,878	77,242	88,460	75,514	76,674	91,987	91,076	97,145	106,389	118,610	116,298	91,584	1,103,821
866	95,223	79,430 80,928	110,079 98,872	107,072	120,460 90,588	118,608 87,784	86,037 81,600	107,052 94,867	104,547	182,725 143,605	136,897	128,785	1,817,102
es Moines Valley:	1 100 tol			Profé. bil	PD	tti _anho	al la	100 CE 0 CE	7, 1100,000	Of same your		ballelides	********
867	49,694	29,102 36,098	37,501 56,859	39,600 59,196	40,458 61,447	89,630 58,999	41,212 58,688	48,580 69,018	65,035 73,113	80,588 81,676	73,140 80,867	60,296 61,965	580,271 735,606
10:			bridge M. Lerre	benings.	January 1 1871	11 0000	Out Links	S. Pro D.	IN TOTAL STREET		norganity; at	world grants	
1864	984,837	889,949 934,133	956,445 1,114,508	948,059 1,099,507	1,072,298	1,041,975	731,243 994,317	687,092 1,105,364	816,801 1,301,005	965,294 1,222,568	1,024,649	1,035,321	10,469,481
1866including Buffalo Divisio	1,001,007	947,148 987,936	1,256,566 1,070,917	1,458,455	1,133,461	1,177,372	1,202,180 1,208,243	1,381,046	1,836,615	1,438,690	1,522,472	1,420,766	15,484,775
1867 including Buffalo Divisio	n906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,812	1,289,024	1,444,745	1,498,716	1,421,881	1,011,110	14,040,419
inois Central :	200 944	271,085	275,643	289.224	324,687	407,992	843,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	428,797	406,373	\$10,100	423,578	640,179	799,238	661,391	657,141	603,402	6,329,447
1866		528,972 505,268	616,665 505,465	616,608 411,605	460,578 669,250	617,682 667,679	578,403 480,626	747,469 578,253	739,736 571,348	641,589	643,887 588,219	518,088	7,181,208 6,546,741
1867arietta and Cincinnati:	660,438	854,201	417,852	420,365	477,607	496,616	497,879	684,377	705,259	761,409	679,160	1,041,646	14,189,300
1863	38,203	53,778	60,540	64,306	85,826	40,706	58,704	52,864	77,112	83,059	76,764	68,868	710,225
1864	77,010	74,409 87,791	89,901 98,768	72,389 78,607	88,998 76,248	78,697 107,525	91,809	90,972	93,078	93,546 116,495	96,908 116,146	95,458	1,088,165
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	125,252 104,866	118,504	112,952	105,767 128,802	1,224,069
1867 Ilwaukee and Prairie du Chien :	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,883	1,286,971
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,528	149,099	117,013	1,711,281
1866	98,184	74,283 84,897	70,740	106,689 108,082	146,943 267,488	224,838 262,172	217,160 170,795	170,656 116,224	228,020 150,989	810,595 245,701	226,840 244,884	110,684 93,787	1,985,712
867	148,000	85,000	72,000	87,510	119,104	114,579	131,000	118,707	277,830			******	****
ichigan Southern & Northern Ind 1863	248,784	230,508	657,227	268,613	264,935	241,236	189,145	238,012	808,106	875,567	882,860	348,048	3,302,542
1865	256,600	304,445	338,454 413 974	330,651	287,126	815,258 887,095	278,891 301,613	858,862 418,575	402,219	407,107	448,934	411,806	4,120,159
1865	312,846	366,861 277,234	412,715	365,180 418,970	351,489 418,024	384,684	838,858	384,401	486,808 429,177	524,760 496,655	495,072 429,546	851,799 852,218	4,826 727
1867 tichigan Central:	305,857	311,088	879,761	391,163	358,601	304,232	812,879	428,762	487,868	539,435	428,841	870,757	4,618,74
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	808,168	875,488	839,794	306,186	3,168,06
1864	262,435 806,324	278,848 279,137	348,802 344,228	238,276 287,241	271,553 401,456	265,780 365,663	268,244 329,105	846,781 413,501	408,445	410,802 490,694	447,670	876,470 828,870	8,970,944 4,520,55
1866	282,439	265,796	337,158	343,787	365,196	835,083	324,986	859,646	429,161	493,640	447,670 414,604	828,470 808,669	
1867ilwaukee and St. Paul:	304,095	288,661	375,210	862,783	833,952	281,977	818,021	398,998	464,778	506,298	412,934	830,373	4,871,07
1986	51,965	46,474 86,528	64,993	83,202 106,269	131,548 203,018	126,970	99,662 251,906	86,482 241,370	164,710		108,135		1,402,10
1866	181,707	128,404	95,905 123,957	121,533	245,622	237,562 244,876	208,785	183,815	276,416		346,717	171,125 129,287	2,588,80
1867	146,800	180,000	134,900	192,548	230,497	221,690	193,936	205,436	403,471			*****	
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,24
1863	920,272	790,167 936,537	867,590 069,023	911,397	839,126 1,004,435	841,165 1,029,736	818,512 1,055,793	840,450 1,278,117	1,079,551	1,041,522 1,227,113	1,045,401 1,187,605 1,486,356	1.157.818	11.040 85
1865	957 869	613,381	955,659	1,346,734	1,004,435	1,029,736	1,055,793 1,162,024 1,135,461 1,101,693	1,278,117 1,495,752 1,285,911	1,079,551 1,450,076 1,524,434 1,480,924 1,782,678	1,526,839	1,486,356	1,116,82 1,117,85	16,576,12
1866 1867	901,571	896,887 845,863	1,186,745	1 190,491 1,227,286	1,170,415	1,084,533 984,536	1,101,693	1,388,915	1,782,673	1,630,518	1,211,108	935,85	7 14,143,21
hio and Mississippi :			309,261	269,448			268,176				348.04		
1865	259,228	239,139	313,914 326,236	271,527	290,916	304,463	349,285	344,700	350,34	372,618	412.565	284,815	8,798,00
1867	267,541	246,109 219,065	326,236 279,647	277,424 284,729	283,130 282,939	258,924 240,185	247,262	. 305,454	278,700	310,762	302,426	281,613	3,380,58
hiladelphis and Reading:	Total Control of		1000	and the delication of	Carlo	97700		O to I'm	6 (900)		7 886,066	272,060	8,440,5
1862	395 686	217,161 361,834	244,423 396,771	258,674 429,929		254,285	288,725 451,884	414,707	448,99	463,878 815,902	3 466,557 2 746,956		
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,45	1,170,24	714,300 1 1,125,638 5 1,851,579 833,740	754,551	1,032,146	528,000 612,170	9,655,51
1866	738.061	608,305 1 725,967	116,215 779,198		1,109,267	\$66,979 1,140,301	957,194 996,841	1,121,200	1,851,579 833,74	1,419,232 2 887,790	1,032,146 1,196,956 874,974	702,68	10,088,00
Pittsburg, Fort Wayne and Chica	go:			of Marking								Select A	TON ASSOCIATION OF THE PARTY OF
1863	337,356	0 274,258 0 866,598		282,695 462,987			249,419 350,758	277,880	397,52 463,50	5 401,290 9 505.814	364,33 466,30 2 691,55 1 712,86	870,98 487,64 914,08	8,745,8 6,182,9
1864	290,676	457,227	611,297	588,066	525,751	\$32,911	606,641	625,54	7 675,36	505,814 0 701,855 8 858,507 6 757,44 8 766,58	8 691,56	914,08	7,120,4
1866	559,985	678,504 480,986	857,583 662,163	733,866 599,806	682,510	646,996		712,496 648,201	654 92	8 757.44	1 679,93	5 555,22 5 555,22	4 8,489,00 2 7,467,21
1867	560,11	5 522,822	678,349	675,287		2 506,586		602,06	9 685,06	8 765,56	8 691,00	6	
St. Louis, Alton and Terre Haute:	109,80	8 110,603	120,310	123,116	113,798	123,949	118,07		153,47		ELITEVISION OF	8 162,02	1 1,654,9
1864	100,87	2 147,484	160,497	157,786	149,850	155,730	144,94	2 218,23	8 994 19	4 904 78	8 148,74 5 202,98 6 207,30 4 212,22	6 204,72	0 2.084.0
1866	778,12	0 155,890	202,771 192,138	167,300 170,488		173,723 162,589	167,51		8 216,78 3 198,88	4 244.83	4 212.22	1 162,69 1 177,86	4 2,240,74 4 2,250,14
1867	149,65	8 149,84	2 174,169	188,16	2 171,786	8 156,060			8 219,16	0 230,34	0 204,09	6 171,49	9 2,207,9
Toledo, Wabash and Western:	86,82	1 91,971	1 103,056	132,111	1 134.27	2 152.58			9 150,50	5 151,06	2 134.50	3 111,88	4000
	79,73	5 95,841	3 132,896	123,981	7 127,010	0 156,88	139.62	8 244,11	4 243.84	0 221,67	2 134,56 0 220,20 4 361,91 5 854.83	265,16	2.0003
1864			1 ADD, 753	144,00	1 135,78	8 194,524 3 825,691	271,79	874,02	677,94	570,53	351,91	0 247,02	3 2,924,6
1866	226,06	9 194,16	7 . 256,40	270,300	0 816,48	3 325,69	304,91	7 896,24	8 349,11	7 486,06	0 834.83	0 284.74	1 3 804 0
1866	226,06	9 194,16	7 . 256,401	270,800	0 816,483 2 829,07	8 325,691 8 304,810	304,91	1 864,72	4 382,99	0 221,57 1 875,53 7 486,06 6 406,76	851,76	0 284,74 9 307,94	3,694,9 5 8,788,8
1866	226,06	9 194,16	3 270,630 5 <b>32,87</b> 1	317,05	2 229,07	8 804,810	309,50	1 864,72	4 282,90	6 406,76	8 851,76	9 307,94	3,694,9 5 8,788,8

### AMERICAN RAILROAD BOND LIST.

		- 1	AMERI	CAN I	LAS	L	ROAD BOND LI	ST.					Ī
) signifies that the road is in the	hands of	1268	Jerren h	first stone	- 10	113	in its interest, "S. F.," Sinking Fur	Salata Lag.	th		l due at differ		r
10 10 10 10 10 10 10 10 10 10 10 10 10 1	r gov		11/236(1) 81	Carlo - + 12 + 44	- 110	1-05	10000 10000 0000	. 1		1			1
Description,	Amoun	rost.		rest.	2	9	Description,	Amount	rest	Inte		-	
THE MARKET SHOWS POLICE	Am.	Inter	when payable,	Where payable.	Due	Price	The state of the s	Am	Interest	When payable,	Where payable.	Dae	
Alabama and Florida :	2/ (6.35)	-	100,710 ER	cio atali	1 /3		Chicago and Milwaukee:	41.615	-		1		-
Mortgage	\$300,000 150,000	77			1867 1863		Isi General Mort	1,726,000	7	Jan. & July.	New York.	1898	
Convert. (guar, by Dir.)	833,000		Jan. & July.	THE PARTY	30	113	1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
2d Mortgage	225,705	8		****	1864		1st Mortgage	1,397,000	7 8	Jan. & July.	New York.	1870	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	-	1st Mort (C., R. I. & Pa.) Chicago and Northwestern:	47,000 6,699,000		May & Nov. Jan. & July.	4 4	1896	
lst Mortgage	898,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	
Atlantic and Gt. Western: 1st Mortgage, N. Y. Division	895,000		Jan. & July.	London.	1879		General 1st Mortgage Funded Coupon Bonds	756,000	7	May & Nov.		1885 1883	
2d Mortgage, " "	774,700 2,324,800	7	April & Oct.	a a	1881 1877		Consolidated Sinking Fund Equipment Bonds	3,040,000	77	F. M. A. & N Apr. & Oct.		1915 1874	
2d Mortgage, " " 1st Mortgage, Franklin Branch	918,500 849,000		Jan. & July. June & Dec.	41 41	1882 1882		Appleton Extension Bonds	2,200,000 1 184,000	7	Apr. & Oct. May & Nov. Feb. & Aug.	tt 16	1885	1
1st Mortgage, Onio Division	2.880.000	7	April & Oct	New York.	1876 1888		Green Bay Extension Bonds	300,000 200,000	7	Jan. & July.		1885	
1st Mortgage, Buffalo Exten'n. 1st Mortgage, Silver Creek Consolidated Bonds	1,492,000	7	Jan. & July. Feb. & Aug. March & Sept.	******	1884 1884		Cincinn., Hamilton and Dayton : 2d Mortgage	A STATE OF THE PARTY OF THE PAR		May & Nov.	New York.	1880	Ī
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890		8d MortgageCincinnati, and Zanesville:		8		# B	1877	
Atlantic and St. Lawrence: Dollar Bonds (Coupon)	988,000 484 000	6	April & Oct.	Portland,	1866 1878		lst Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)  Oity of Portland Loan (Coup.)			Nov. & May. Various.	N.Y., P.&Bos.			1st Mortgage		7	Feb. & Aug.	New York.		
Baltimore and Ohio: Maryland Sterling B'ds of 1839.	8,000,000	5	Ja, Ap. Ju.Oc. April & Oct.	London.	1838		3d Mortgage		8	March & Sept.		1576	
Morigage Coupon " 1863 " 1860	1,852,000 628,500	6 1	Jan. & July. Jan. & July.	Baltimore.	1885 1880	98 96 96	Special (Sunbury and Erie)			Jan. & July.	New York.	1878	
a a a 1856.	1,024,750 915,280	6	Jan. & July. Ja. Ap. Ju.Oc.	DES PRESIDE	1875 1867	96	Dividend Mortgage	1 000,000	7		- 600	1880	
Balt, City Loan of 1855	5,000,000	6	Jan. & July.		1890	98	Oleveland and Pittaburg: 2d Mort. (M. L.) or 1st Extension 3d Mort. (M. L.) or 2d Extension 4th Mort. (M. L.) or 3d Extension	1,129,000	7	March & Sept.	4 4	1873 1875	
Income	100,000	8	April & Oct.	Boston,	1870		4th Mort. (M. L.) or 8d Extension	1,107,546	6	Jan. & July.	44	1892	
1st Mortgage extended	1,225,000 438,000	7 7	Jan. & July.	New York.	1870	90 824	ten Mort. Ca. La vor et accession Cleve, Columbus and Clin.: Ist Mortgage, Coupon Cleveland and Toledo: Junction 1st Mortgage 1st Div Junction 1st Mortgage 2d Div C. & T. Mortgage Bonds C. and T. Income (convertible). C. and T. (S. F.) Mortgage. Columbus and Indiana Central:	450,000	7	Jan. & July.	New York.	'64-'9	•
Income bonds	87,000			**** **** **** ***	1870		Junction 1st Mortgage 1st Div.			April & Oct.	New York,	1867 1872	
Belvidere Delaware:  1st Mort, (guar, C, and A.)	1,000,000	6	June & Dec.		1867 1885	801	C. & T. Mortgage Bonds	692,000	7	April & Oct.	4 4	1886 1870	
2d Mortgage (do.)	745,000	6	March & Sept. Feb. & Aug.		1877	81	C. and T. Income (convertible).		7	March & Sept. Jan. & July.		1885	
Let Mortgage	64,000	6	Feb. & Aug.		1865	100		8,200,000	7	Jan. & July	New York.		19
1st Mortgage	300,000 100,000	6	Jan. & July.	Boston,	1865 1870	100 95t	2d mortgage	ALC: SEL		May & Nov.			
ad Mortgage Coupons	250,000 336,000		# 4 # #	New York, Boston,	1870 1889	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Boston and Lowell :	31601	0	Jan. & July.	377	1878	1004	Mortgage Connectic't and Passump, Rivers :	250,000	6	March & Sept.	Boston,	1878	
Ruffalo, Bradford and Pittaburg :	200,000	6	April & Oct.		1879	98	1st Mortgage	678,900	6	June & Dec.	Boston.	1876	
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	-	1st Mortgage	161,000	8	April & Oct.	Philadelphia,	1904	
Buffalo, New York and Erie : let Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90	2d Mortgage Dayton and Michigan :			T 4 T-1-		1904	
1st Mortgage coupon	0.00	1	May & Nov.		1872	85	1st Mortgage2d Mortgage	2,589,000	7	Jan, & July.	New York.	1867 1881	
Ist Mortgage	200,000	7	April & Oct. Jan. & July.	New York.	1866 Var.	984	Toledo depot bonds		77	**** **** **** **			
Special Erie and North-Hast Surlington and Missouri:	(30.1		10 1.7 17				Dayton and Western : 1st Mortgage	289,000	7	March & Sept.	New York.	1882	
New Land Mortgage	1,429,000	7	April & Oct. Jan. & July.	New York,	1870 1870		Delaware:	250,000	7	June & Dec.	# #		•
Old Road bonds	121,160	7	*********		93-80		lat Mort., guar. by P. W. & B. Guaranteed.	100,000	6	Jan. & July.	Philadelphia,	1875 1875	
English debt (S. F.) £880,550_ American Loan	1,841,862 8,885	6	Semi-annual.		1880 1864		State Loan	170,000		66 66	4	1876	
Loan for \$500,000	210,600 888,040	6	- 4	"	1867	108	ist Mortgage (Lack & Western)	572,000	7	Jan. & July. April & Oct.	New York,	1871	
a a675,000	675,000	8			1875	804	1st Mortgage (E. Extension) 2d Mortgage Des Moines Valley:	1,222,500 1,668,000	7	March & Sept.		1876 1881	
st # 22,600,000	867,000	6	Feb. & Aug. May & Nov.		1889	88	1st Mortgage coupon.	1,740,000	8	April & Oct.	New York.	1877	
Consolid. Mort. Loan \$5,000,000 Camden and Atlantic:	J. V. Sec.	1	June & Dec.	40.5	1889	94	Detroit and Milwankee :			Jan. & July.	46 46	1884	
1st Mortgage Coupon	493,000	6	Feb. & Aug. April & Oct.	Cooper's Point	1872	901	1st Mortgage (convertible) 2d Mortgage	2,500,000 1,000,000	8	Jan. & July.	New York.	1875 1868	
Ontawissa : 1st Mortgago	279,000	7	May & Nov.	Philadelphia.	1882		3d Mortgage (convertible) 4th Mortgage (G. W. R. R.) Dubuque and Sioux City;	750,000 500,000		4 4	а и	1868	
Central of New Jersey: 1st Mortgage	915.7		Feb. & Aug	201 100		104	Dubuque and Sioux City; 1st Mort. (S.F.) coupon 1st Div.	- 15 1151-		May & Nov.	New York.	1883	
3d Mortgage	600,000	7	May & Nov.	44 44	1875	102	Construction bonds, 2d Div'n . Eastern (Mass.):	660,000					4
1st Mortgage W Div.		7	May & Nov Feb. & Aug.	Zanesville,	1890 1865	86	2d Mortgage (convertible)	420,000	5	Jan. & July. Feb. & Aug.	London.	1872	
2d Mortgage	800,000	7	March & Sept	Baltimore,	1885	101	8d Mortgage (convertible) 1stM.(State)\$75,000 a y'r after 64 Essex Railroad Bonds	425,000	6	Ja. Ap. Ju.Oc.	Boston,	1874	ı
2d Mortgage (8. F.)	950,000 1,365,800	7		66 66	1875	85 50	East Tennessee and Georgia	214,400	0	***************************************	***********	1876	
Dentral Pacific of California:	1,192,200		Jan, & July.		157-00		Endorsed by State of Tennessee Mortgage (ordinary)	189,480 780,490		**** **** **** ***			
Onvertible bonds	1 286,000	6	Jan. & July.	New York.	1896 1883	943	State of Tennessee Bonds	1,999,000	6			ASST	,
Oheshire: Bonds of '75, '77, '80	5 54.0		Jan. & July.	Boston,	175-180		Endorsed by State of Tennessee	185,000 74,000					
Chicago, Burlington & Quiney:	018	1	Jan. & July.	1011 BOW IN	1883	111	Elmira and Williamsport:	14,000	•••				,
Trust Mort. S. F., convertible inconvertible inconvertible Prein Bonds, dated Sept. 20, 1860	3,123,000	N D	23 23	24 24	1000		1st Mortgage Five per cent bonds	1,000,000	7	Jan. & July. April & Oct.	Philadelphia	1880	
d Mortgage, inconvertible Ohicago and Aurora lat Mort Central Military Tract, 2d Mort	941,000	41	July.	Frakforto,M.	1890	100	Erie and North-East : Exchanged for Buff, and St. L.	10120		Jan, & July.	Now York	67 17	į
Central Military Tract, 2d Mort	14,000	8	March &Sept. July. Jan. & July. May & Nov. Jan. & July.	4 . 4	1868	100	Evansville and Crawfordsville:	17557705-19				61-7	1
C., B. & Q. Serip						-	Mortgage Bonds	150,000	7	May & Nov. Feb. & Aug.	New York,	1889	
1st Mortgage pref S. F.	2,400,000	1 3	Jan. & July. May & Nev.	New York,	1898	100	Florida:— Internal Improvement (State)	1,655,000		the harmon principles of the last	TO AND THE COLD AND	1891	

Story and Roston 200,000 Feb. Atk. New York

### AMERICAN RAILROAD BOND LIST.

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\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest, "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	rest.	Inter			9	F.	Description,	mount,	est.	Inter	net.		2
Mar Institute of the August	Am	Interest	When payable,	Where payable.	Dae	Price	Photo:	rescription,	Ато	Interest	When payable.	Where payable.	Dae	PT 00
orida, Atlantic and Gulf Centr.: Internal Improvement (State)	\$300,000	7			1891		Memphis a	nd Charleston	47 EOE EDO	-	Ton & Tolo	TEST OF STREET	ON VARIOUS	
Free Land, 2d Mortgage	200,000	8					1st Mortg	nd Charleston nn.] Loan age age entral: age sterling age stig (convertible) age (convert, Dollar age (convert, Dollar age (S.F.) convertible ern and N'n Indiana: Indiana lat	1,294,000	7	May & Nov.	New York.	1692 1880 1685	
st Mortgage Coupon	1,919,000		Feb. & Aug.	New York.	1882	1014	Michigan C	entral:	237,000	3	Jan. & July.	Wagitria:	1685	****
Cigin and State Line	189,000	7	May & Nov. Jan. & July.		1875 1879	98	lat Mortg	age String	467,489	6	Jan. & July.	London.	1872	
Mississippi River Bridge	200,000	7	Jan. & July.	ec 46	1854		1st Mortg	age (convert.) Dollar	1,777,000	8	a sope	N.Y.& Boston	1869	110
	1,000,000	10	April & Oct. Feb. & Aug.	New York.	1868	101	1st Morte	age (S. F.) convertible	4,281,500	8	April & Oct.	64 64	1882	109
ist Mortgage whole line	45,000 2,500,000	7	1 44	66 66	1888	102	Mich. South	nern and N'n Indiana: Indiana, 1st	4,000	7	Feb. & Aug.	Nam Wash	M.D. all to	-
d Mortgage " "	2,500,000	7	May & Nov.	- 65 46	1898	88 70	Goshen A	ir Line	651,000	7	Feb. & Aug.	11 11	1861	97
Missouri State Loan (1st fien)	3,000,000		Jan. & July.	New York.	78-78	84	1st Gener	nd Toledoral Mortgage (S. F.)	924,000 4,863,000	7	May & Nov.	4 4	1876	97
Convertible Bends	822,000		April & Oct.	4 4	1881 1883	96	Milwankee	al Mortgage and St. Paul:	2,698,000	7			1886	92
rrisburg and Lancaster : New Dellar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	lat Mort	7860 6385	1,598,000		Feb. & Aug.	New York.	1898	90
artford and New Haven:	927,000			CAN PERSON	155	140	Real Est	ageate Purchase	135,500	0	April & Oct.		1874	78
ousatonic:	-15	1		and as a service of the service of	1	99	1st Mort	and Prairie du Chien	390,50	0 7	Jan. & July.	New York	1000	-
lst Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota	and Pacific.		1	the I was a	0.05297-0140	Mon	96
State (1st Lien) Loan	210,000				-		100 155016611011	ate	1,206,000	1000	Jan. & July.		1892	61
Mortgagendson River:	125,000	1			Section.	1	1st Mort	rage	1,246,00		May & Nov	New York.		
1st Mortgage (S. F.)	2,000,000				1885	200	Mississipp	oge.	500.00	1	CONTRACTOR OF	ily exel a p		-
d Mortgage	1,840,000	0 7	May & Nov.	ta	1875		Mississipp	and Missouri :	629,00		***************************************			-
inois Central:	1,002,000	1		ti a	1867	100	1st Mort	gage (convertible)	1,000,00			New York	School 3	-
Optional Right Bonds	28,000 6,668,500		Jan. & July	New York.	1868		1st Land	age (S. F.)	8,612,00			4 4		: -
Construction	2,523,000	0 6	£6 66	New York.	1875	118	1 Tenness	i and Tennessee : ee State Loan	167,80	0 6	Jan. & July	New York	1885	100
Redemption bonds Sterling Redemption bonds inois and Southern Iowa :	2,568,000 358,500			London.	1890		lat Mort	gage	600,00	6	4 6	44 44	1876	1:
incis and Southern Iowa:	300,000	1		THE ASSESSMENT	1014	-	Mootle an	d Ohio:	Acres at the same	1	1	Memphis.	1870	-
diana Central :	1	1			1		Sterling	ee State Bonds	1,090,16		Jan. & July	New York, London,	1882	
2d Mortgagedianapolis and Cincinnati:	264,00	0 10	Jan. & July	New York	. 1870	100	Tnoome	(lat mort.) Bonds	4,187,00		4 4	Mobile	****	-
st Mortgage d., Pittsburg and Cleveland:	600,00	0 7	Jan. & July	New York	. 1888	9	Hoome	Bonds of 1861 1862-67	825.70	m e	4 4	N. Y. & Mob Mobile,	1861	
st Mortgage	650,00		Jan. & July	New York	1870	-	Mongorne	ten years	75,84	2 8	4 4	"		
2d Mortgage	847,00	0 7		4 4	-		Mortgag	e (due 1888 and '66	- 80,50				- 163-6	16
Mortgage	640,00	0 7	May & Nov	New York	. 1881	8	Bonds.	0	- 61,50	8 00	Jan. & July	And the state of t	1866	-
ffersonville: Ist Mortgage	187,00		March & Bept	New York	1861	8	Bonds		299,20	W	4 . a		. 1876	
2d Mortgage	892,00		April & Oct		1878	6	Morris an	d Essex:	1 28	1	The state of	******	- 1851	-
ist Mortgage (S. F.)	600,00	0 8	April & Oct	New York	. 1883	10	1 2d Mort	gage (S. F.)	1 5 500 OC	0 7	May & Nov	New York	1916	0
ist Mortgage (guar.)	800,60	0 8	Jan. & July	New York	1874	-	Muscogee	gageand Chattanooga :	240.00			In the property	2000	- 0
ennebec and Portland: lst Mortgage (City and Town) -	900,00			WA STREET	Allerin					70			-	-
d Mortgage	280,00	0 6		Boston. Augusta.	1870 1861		Mortgag Naugatue	(e (State endorsed)	- 1,500,00	00				
Kentucky Centr. (Cov. and Lex.)		0		THE PARTY	17 2.55	-	1st Mor	gage conv	224,00	00 7	Jan. & July	Bridgeport	1876	13
1st Mortgage2d Mortgage (convertible)	260,00	00	7			-	1st Mor	any and Salem:	2,285,00	00 6		et hadd lide	W 1150	
ehigh Valley:	100		7				N. Hav., N	Lond, and Ston'gton	200,00		1 20 1-01-91		7	-
a Crosse and Milwaukee:	1,477,00	10	May & No	Philadelphia	1873		Extensi	onen and Northampton:	- 116,00	00 6	Jan. & July May & Nov	New Haven	1868	
1st Mortgage (Eastern Div.)	875,00	00	May & No	Milwaukee	1872		lat Mor	en and Northampton:	. 600.0i	00	Jan. & July	New House		-
ackawanna and Bloomsburg: 1st Mortgage	2,024,57	18	Jan. & July	Philadelphi	1881	1	1st Mor New Jers	tgage (H. & Hamp.)	108,0	00		TIEM TERAGE	1900	
exington and Frankfort:	68,00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 P.	43 8 11 23	-	Compai	y's (various)		00	Semi-ann'ally	New York	Var	-
Mortgage, due 1869 and '74 ittle Miami :	1			- 1-20 - HOLL II	0.17 05	-	Diew Lon	don Northern:	0.3			A STATE OF THE PARTY OF THE PAR	1	-
Mortgage (coupon) ong Island ;	1,200,00	10	8 May & No	New York	1888	10		on Bonds		00	Jan. & July March & Sep	Mew London	1871 1885	11 100
State Loan (S. F.)	100,00		5 Jan. & July	New York			lat Mor	Jackson and Gt. North tgage Coupon	2,741,0	00 8	Jan & July	New York	29 (120)	100
lst Mortgage	500,00 175,00	00	7 Feb. & Au		1870 1890		N.Oriean	gage Bongs	241,0	00	-			-
Ext. bonds (Glen Cove Br.) ong Dock Co.:	150,00		6 May & No		1898		Louisia	na State Loan	650,0	00		a ment		
Mortgage Bonds	2,007,00	00	7 June & De	. New York	1882	0	1 1st Mor	t. Construction					1000	
ouisville and Frankfort: Louisville Loan	100,0	00	6 Jan. & July	New York	c. 1881		Naw Von	P Clantual	200 200 200 100	3.16	Mar a st		- 1880	-
1st Mortgage ouisville and Nashville:	120,0	00	6 " "	. " "	68		Fundin	g [S. F.] Bonds	- 6,189,9 - 1,514,0	י וסס	Feb. & Au	10 10	1883	88
1st Mortgage Main Stem	1,694,0		7 Feb. & Au				Exchan	ged Strks [S. F.] Pds.	594,0 77,0 165,0	00	May & No	44 44	1888	10
Lebanon Branch 1st Mortgage. Memphis Branch 1st Mortgage.	267,0		7		780-	85	Real E	tate [S. F.] Bonds	165,0	00	5 44 44	4 4	1883 1883 1883	-
Bardstown and Louisville	80,0	00	7		1870	10 3	Pont Pa	regre conde or more all	45.5	50	var.	4 4	VAL.	1
onisville, Cin. and Lexington:					TOWNSON		Bonds	of Aug. 1869, Convertib of Oct. 1863, [S. F.] k and Erre:	45,5 458,0	00	Feb. & Au		1883 1876	-
1st Mort. (\$3,000,000)	1,500,0	00	7 Jan. & Jul	New York	k. 1897	8	New Yor	k and Erre:	2,900,0		June & De	Statemen mittel	1887	
Loan \$1,100,000			6		80-	81	I lat Mor	tgagetgage	3,000,0 4,000,0	00	7 May & No.	New York		10
Loan \$400,000. McMinnville and Manchester:		00	0	A TOWNS OF THE PARTY OF			3d Mor	gage	6,000,0	00	7	E 66 64	1879	10
State [Tenn ]			6				5th Mo	tgage	928,6	00	April & Oc June & De Jan. & July	4 4	1880	9
Mortgage			7				Buffalo	Branch Bonds	186.4	00			1891 1875	38
lat Mortgage Bonds	2,368,3		7 Feb. & Au	g. New York			New Yer	k and Harlem :	8,875,6	100		- London.	1876	17 3
2d Mortgage			May & No				Consoli	tgagedated	1,000,0	00	7 Feb. & Au	New York		
Memphis, Clargesv, and Louisv.	1	00	7 " "	The state of the	1888		3d Mort	gage k and New Haven:	1,000,0 980,3	00	Jan, & July		1893	10
State [Tenn.] Loan	1910,0	00	64				Mortga	ge Bonds Coupon Providence and Bosto	1,688,6	00	8 April & Oc	New York	33 35300	88
	840,0	- 1		1	1	100	miles we		1 -11-		- I-F 00	- ATOW I GIT	110/8	ær

### AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	THE STATE OF	TOBIL			rest,	1.	6	Description.	onn	res	Inte		1
104/1017	Amo	Interest	When		Where payable.	Dae	Pribe.		Amount	Inter	when payable,	Where payable.	Due.
orth Carolina:	a la	-					1	Richmond and Danville:	I SI			Dishwardi	75-7
Mortgage Loan	\$339,000	8	Mar. &	Bept		1867		Mortgage (Coupon)	200,000 322,000		April & Oct. Feb. & Aug.	Richmond.	1875
orth-Rastern (S. C.):	700,000	7	March &	Sep	Charleston.	1869		Mortgage (Registered) Richmond and Petersburg:	504,000		"	66	1878
2d Mortgage	145,000	7	May &		4	1868	-10.	Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875
Pref. Stock (see'd 2d mort, b'ds) orthern Central:	155,000		10000		330	10,0		Mortgage Bonds	175,000		March & Sept.		1870
Md State Loan (irredeemable).	1,600,000	6	Ja. Ap. Ju	LOC.	Baltimore,	1870	95	Mortgage Bonds Rome, Watertown and Ogdensb.: 1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891
York and Cumberland 1st Mort. York and Cumberland 2d Mort.	175,000 25,000	6	May & Jan, &	July.		1871	-	Rutland and Burlington:	113 3 12	1		Tanville Hot	1863
Y. and C. guar. by Balt. 3d Mort. Northern Central, 2d Mort.	500,000	6		- 66	- 44	1877	84	1st Mortgage	1,800,000 937,500		Feb. & Aug.	Boston,	1863
North, Cen., 3d Mort.(#2,000,000)	2,500,000 724,500		Jan, &	Oct	44	1900	82	2d Mortgage 8d Mortgage Sacramento Valley:	440,000		66 66	66	1863
wth Pennsylvania:	August Section	100			Philadelphia	1975	87	Sacramento Valley:	400,000	10	Jan. & July.	New York.	1875
Interest Mortgage	2,500,000 860,000		April &	UCT.	r nusasipuis	1887	110	I Zu McFigage	829,000	10	Feb. & Aug.	SanFrancisco.	
rthern (N. H.):	1 To 10	1	Amall &	-	Danton	1874	94	Sandusky, Dayton and Cincinnati: 1st Mortgage	981,000	7	Feb. & Aug.	1-1-1	1900
onds due 1864 and 1874 rwich and Worcester:	140,400	1000	April &		Boston.	100	24	8d Mortgage	148,000	7			1875
fass, State Loan londs for Dividend Scrip	195,000	6	Jan. & J	fuly.	Boston.	1877		DIX per cents	78,972	6			1878
teamhoat Bonds	59,000 96,000	7	Feb &	Ano	New York.	164-74		Sand'sky, Mansfield and N'wark: 1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866
o and Mississippi : st Mortgage—Bastern Division st Mortgage—Western a d Mortgage—Western a nnge and Alexandria : st Mortgage—Lts Estension	00,000	-		-	CARCATTA BUILD	2000		Beadoard and Mosnoke:	1 2 2 2			FORE T	1880
t Mortgage—Eastern Division	2,050,000 850,000		Jan. & J	uly.	New York.	1872 1872	88	1st Mortgage	210,000 71,000				1870
d Mortgage-Western "	750,000		- 64		66 66	1874		8d Mortgage Registered Convertible	128,898				1878
ange and Alexandria:	400,000	1.5	May & 1	Ton.	New York	1866	35	South Carolina: State Loan	187,000	6			1868
Mortgage or 1st Extension	1,110,000	6	Jan. & J	uly.	66 66	1875		Domestic Bonds	284,500	6	Jan. & July.		173-7
d Extension	570,500	8	May & 1	Nov.		1873	58	Sterl Sky tid Nos after Jan 1270	643,500 2,012,994		Jan. & July.	London.	1886
t Mortgage	1,257,100	7	April &	Oct.	Boston.	1869	981	Do. do. do	273,167		Jan. & July.	Charleston.	1886
t Mortgage	1 4 1				0	70-80	1	Southern Mississippi:	500,000				
ifie (Mo,):	386,000	0	Jan. & J	wy.	Oswego.	100	-	South-Western (Ga.):	UT BOOK				
onstruction Main Line	1,500,000	7	Jan. & J	fuly.	New York.	'68-176	96	1 lst Mortgage	437,000			Macon.	75-8
ama: at Mortgage Sterling	416,000	7	April &	Oct	London.	1870		Steubenv. and Ind. (P. C. and C.): 1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia,	1870
t Mortgage Sterling	346,000	7	April &	Oct.	n	1875	-	Sunbury and Erie:	- 1		1		17.3%
Mortgage Sterling	1,160,000	7	Feb. & A	Aug.	n	1872	-	1st Mort. (Sunbury to W'msp't) Syracuse, Binghamton and N. Y.:	1,000,000	1,	April & Oct.	Fininceipme	
t Morigage.	1,075,000	7	March & 8	Sept.	New York.	1898	78	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876
nsylvania:	4,980,000		Jan. & J	Inle	Philadelphia	1880	98	St. Louis, Aiton & Terre Haute: 1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894
t Mortgage	2.621.000	6	April &	Oct.	T nitedarbute	1875	94	(series B)	1,100,000	7	April & Oct.	64	1894
Mortgage Sterling	2,288,840	.0			London,	1875 1894	-	2d " pref. (series C) " (series D)	1,400,000	77	Feb. & Aug. May & Nov.	66	1894 1894
obsect and Kennebec:	6,700,000	5	Jan. & J	uly.	Harrisburg.		102	" Income (series E)	1,700,000	7	" "		1894
angor City 1st Mortg. (Coupon)	681,000		April &	Oct.	Boston,	74-78	-	St. L. Jacksony, and Chicago:	1,872,000	7	April & Oct.	Naw Vork	1894
Mortgage (Coupon)	300,000	6	Feb. &	Aug.	Bangor.	1876		St. Paul and Pacific 1st Division :					
Mortgage ('70-'75) Mortgage (1862-'79-'72) pedal Mortgage (1865-'88)	800,000		Jan. & J	fuly,	Petersburg.	170-78		lst Mortgage (10 miles)	120,000 700,000		March & Sept. Jan. & July.		1892 1892
mortgage (1865-768)	814,900 175,000		66	66	- 4	'62-'72 '65-'68		1st Mort. (70 m.) 2d mort. (10 m.) 1st Land Grant Mortgage	1,200,000		June & Dec,		1892
ast Mortgage (1863 to 1869) a., Germant'n and Norrist'n :	42,000		66	4	4	63~69	-	Toledo, Peoria & Warsaw :	W. N. S. C.		Tuna & Das	Man Wank	1894
onvertible Loan	292,500		Jan & J	value.	Philadelphia,	1885	-	Toledo, Wabash and Western: 1st M. (Toledo and Illinois)	1,600,000	7	June & Dec	New York.	Too.
ladelphia and Erie:		1						1st M. (Toledo and Illinois)	900,000		Feb. & Aug.	New York.	1890
t Mortgage (Sunb. and Erie).	1,000,000		April &	Oat.	Philadelphia,	1877	98	1st M. (L. E., Wab. and St. Louis) 2d M. (Toledo and Wabash)	2,500,000 1,000,000		May & Nov.	66 46	1890 1878
Mortgage (general)	5,000,000 8,000,000	6	66	66		1885	98	2d M. (Wabash and Western)	1,500,000	7	16 16	44 44	1878
Mortgage	4,000,000	6	66	44	66	1901		Sinking Fund B'ds(T.W. & W.) Equipment bonds (T. & W.)	1,930,000	7	April & Oct. May & Nov.	New York,	1871 1883
adelphia and Reading: onds of 1836, (unconvertible)	182,400	6	Jan. & J	nlv	Philadelphia,	1880		Vermont Central:	V			Man Told'	
a 1849, a	2,695,600	6	April & Jan. & J	Oct.	4	1870	974	1st Mortgage Coupon	2,000,000		May & Nov. Jan. & July.	Boston,	1861
" Your! sal	1,525,800	0	Jan. & J	uly.	6	1871	91 914	2d Mortgage CouponVermont and Massachusets:	1,000,000		Jan. a July.		
# 1844, "	804,000	6	44	88		1880	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883
" 1848, " 1849, "		6	-	66		1880 1880	964	Virginia Central:  Mort, guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880
1857, (convertible)	415,500	6	44	-8	44	1886	96	Mortgage (coupons)	206,500	5	66 66	Richm'd &	1872
1856, " Wilmington and Baltimore:	60,000	7	44			1886		Mortgage, (coupons) State Loan 1859-'69	983,000 210,000	6	66 66	New York. Richmond	
ortonge LOSD	450,000	6	Jan. & J	uly.	Philadelphia.	1884	95	Coupon bonds of 1865	\$8,000	8	-000 -000 -000 -0	# 0	1876
burg and Connellsville.	400,000		Feb. & A		CLEEP PLESTINGS	1889		Funding Interest bonds Dividend bonds	185,089 121,227	8	***************************************	66	70-77
Mortgage (Turtle Or. Div.) by, F. Wayne and Chicago: Mortgage (series A)	-				New York,	100	741	Virginia and Tennessee:		-			100
Mortgage (series A)		7 7	Jan. & J	uly.	New York,	1912 1912	102	1st Mortgage	494,000 23,500	6	Jan. & July.	New York.	1872 1878
(series O)	875,000	7	Feb. & A Mar. & B	ept.	66 66	1912	44	3d or Income Mortgage	314,500	6	66 65	66 68	1965
" (series D)	875,000	7	April & (	Oct.	4 4	1912	4	Enlarged Mortgage Warren (N. J.):	\$98,800	6	4 4	66 66	1884
" (series F)	875,000 875,000	7 7	Jun. & I	Dea.	66 66	1912 1912	61	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875
Mortgage (series G)	875,000 860,000 860,000	7 1	Jan. & J	ulv.	44	1912	97	1st Mortgage		7		- 12	1880
(series I)	860,000	7	Feb. & A Mar. & Be	ent.	A TOTAL PROPERTY AND ADMINISTRATION OF THE PARTY AND ADMINISTR	1912	68	1st Mortgage	90,000	-	April & Oct.	New York.	16
(aeries IC)	860,000	7	April & (	Oct.	tt - tt	1912	66	Mortgage (new bonds)	709,500	7	March &Sept.	New York.	1880
(series L)	800,000	7	April & ( May & N June & I	OV.		1912 1912	66	Western (Mass.): Sterling (£899,900)	4.819.620	5	April & Oct.	London.	168°T
Mortgage	2,000,000	7	April,			1912	89	Sterling (£899,900)	936,500	6	" "	Boston,	1875
iden Bonds		7		ov.	Philadelphia.	1876		West Jersey:			March & Gan	Camden,	1883
burg and Steubenville:	1.000.000	7	Feb. & A	no	New York,	1881	75	1st Mortgage	772,000	7	March & Sep.	Philadelphia.	1896
Ann and Watertown:	make all			-			-	Western Marvland :	225 1.1		110	437.016	1890
Mortgage guaranteed	521,500	7	June & I	900.	New York.	64-74	-	1st Mortgage guaranteed	200,000	6	Jan. & July.	Baltimore.	1890
Mortgage	800,000	7	May & N	lov.	New York	1890	72	Western Paoific:	230,000	"	134	U	2.0786
igh and Gaston:	desta 5		Mr. Su			0.65		1st Mortgage		6	June & Dec.	N.Y. & Lond.	1999
tan and Delaware Bay:	100,000	***	********	•		1862	-	1st Mortgage	598,000	7	June & Dec.		1866
Mortgage	1,000,000		Mar. & S	ept.		1888		2d Mortgage	200,000	7	May & Nov.		1878
Mortgage	250,000	3		65		1888 1876		Income Bonds	100,000		March & Sept.		2002
mputette Boulds	2021000	11	330 000	151	1 1 10 10 10 1	7010		Sterling Bonds	576,887	8		London.	1881

### RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (\*) occurring in the column headed "Rolling-Stock," sgniffes that the cost is included in that of "Railroad and Appartenances." A dask (—) signifies "nil."

Running data (——) signifies "nil."

Running data (——) signifies "nil."

	R	ailros	d.	6	Equ	dpn	ent.	ETT watter	à1	shirth fran	Abstract	of Balan	e Sheet.		- 1	7	24 1	Earni	ngs.	1	
		P 8	pue	d.		Ce	III.	3.	Proper	ty and A	ssets.	Li	abilities.	- 1	100	d, in	of lo	in with		14	
Years onding	Main Line.	Lateral and Branch Lines	2nd Track a	Road in progra	Engines.	Passenger.	Freight, etc.	Companies.	Railroad and Appurten- ances.	Rolling- Stock.	Other Assets,	Share Capi- tal paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance Tot incl. all oth assets and li bilities.	Road operated road leased,	Mileage run by loco motives with trains	Gross.	Net.	Dividends.	Price of
-	M.	M.	M.	M.	No	No	No.	Company of the compan								M.	M.		150	p, c,	2010
30 Jun. '60 28 Feb. '59	65.0			50.6 58.1	2	2	19	Alabama and Florida	1,451,386 461,506	30,991		877,953 835,010	503,500 109,500	105,255 21,682	1,515,704 518,965 2,476,023	54.0 30.8		101,102 55,791	87,866 81,852	er o	-
31 May '60 30 Jun. '59	109.6	-		57.8 171.8		9	102	Mahile and Girand	2,261,927 1,500,000	184,906		1,067,008	777,777	240,485		07.0	236,791	55,791 207,626 76,778 1,824,847	111,232 21,006		****
81 Dec, '65 28 Feb. '67	88,5			49.4	21 21	20 12	203	Montgomery and West Point	9,258,002 2,439,420	2,189,562 8 08,967	315,199	3,615,400 1,644,104	7,661,831 1,130,706	288,781	17,922,859 8,068,586	116.9	8 mos. 170,707	449,007	642,499 189,402		
3 Nov. '58		-		107.5				CALIFORNIA.	558,877	•	12 101	851,524	446,000	10,725	811,949	-	To 1	OVE I	a julian	700	
80 Dec. '60	1		1.9		6	5	47	Sacramento Valley	1,493,850	*	0.074	793,850	700,000	11000	1,493,850	22.5	58,85	230,251 103,838	104,894	-	
81 July '65 81 Jan. '66 81 Aug. '67	122.4	-	17.7			20	810 484	Danbury and Norwalk Hartford, Provid, and Fishkill Hartford and New Haven	345,798 3,902,856 3,288,982	66,488 302,511 254,000	8,256 1,403,095	306,900 2,087,940 8,000,000	100,000 1,986,740 927,000	104,188	1,946,027	122.4	319,488 546,113		26,249 166,185 592,283	12	174
31 Dec. '65 31 Dec. '65	57.0	_	8.9 2.0	-	10	12					847,819	2,000,000 1,100,000	292,500 295,000	150 848 84,065	2,787,594	124.0 62.0	192,989 159,074	419,469	66,463 185,922	10	=
38 Feb '66 30 Nov. '66 80 Nov. '66	85.0	8,8	2.6	=	8 4 14	10 3 16	22 150	Naugatuck N. Haven, N. London and Ston. New Haven and Northampton New London Northern	1,454,040 2,879,606 658,805		2,379,608	788,588 1,224,100 895,000	766,000 650,000 858,288	122,500	1,874,100 1,870,788 8,272,18	30.0	60,067 228,845	67,148 79,856 832,570	loss, loss	-	
81 Mar. '6' 80 Nov. '66	61.8	1.0		=	35 19	68	410	New York and New Haven Norwich and Worcester	4,677,811 2,468,983	1,021,678 149,711		6,000,000 2,863,600	1,079,500	258,046 6,112	8,272,183 8,880,357	117.4	787,828 866,149	2,068,260	58,064 704,016 260,528	10 10	186
81 Oct. 160			10.7	_	-	-	1 3m	Delaware	1,552,257	10	263 12	406,132	870,000	271,877	1,607,684		186,631	188,970	41,466	-	10
31 Oct. '65	154.2			150				Florida FLORIDA.	704,860	7 10	18,535	744,520		5,024	749,544	6.0		27,283	10,290		
30 Apr. '60	82.0	=	5.0	-		1	6	Florida and Alabama		30,586		191,485	195,000	75,894	619,11			7,857	8,584	100	-
30 Jun. '6'	100.0		10.0	158 6	18	6	88	Pensacola and Georgia	1,200,079		145,554	1,232,200	35,500	56,571	1,346,68	2 86.7		391,477	68,880	8	-
31 Dec. 16	2 92.0		8.7	-				Augusta and Savannah	1,032,200	•	140,001	788,700	129,500			53.0		168,988	95,611	1	-
80 Apr. '60 80 Nov. '60 81 Mar. '6'	6 191.	71.0		28.7	49		501	Central of Georgia (and Bank)	4.472,000		1,849,923	151,887 4,666,800 4,156,000	786,000					1,734,749	359,214 246,356		-
20 Now 160	201	6	- 3	1	19	16	171	Georgia (and Bank) Macon and Western Muscogee	1 1 5000 0000	100	1,999,361	1,500,000	249,000	12,29	1,658,97	6 102.5 8 50.0	226,241		212,670	19	=
1 July '50 1 May, '50 1 July '6	8 68. 7 106.	1 100.	16.		19	20	257	Muscogee Savannah, Albany and Gulf South Western Western and Atlantic	1,886,684 8,888,131	62.874	1	1,275,901 3,203,900	249,000 10,200 437,000	146,05	1 1,478,14	0 71.6 1 228.8	806,336	1,006,953	832.55	1	
50 Bep. '81	280		-		52		1.096	ILLINOIS.	10.118.529	70000	2 172 889		own'd by	400 04	0 12,290,90	138.0	20, 183	882,848	0.01	1 100	-
80 Apr. '6'	7 817. 7 491.	0 661	E 0U.	0 -	119	138	2,438	Chicago and Aiton Chicago and Aiton Chicago and Northwestern Chicago, Rook Isl. Great Western Tillinois Central Tolodo, Peoria & Warsaw	18,246 711 41,871,570	2,956,32	7 2,758,986 3,992,752	10,399,010 28,021,621	5,458,250 16,251,000	865,54 1,123,47	2 18,957,02 6 45,864,82 6 18,506,76 4,214,34 41,478,28	4 400 £ 2 1,152	2,421,56	6,146,862 10,161,735	2,798,46 2,226,96	20	14
81 Mar. '6' 81 May, '6' 81 Dec. '6	7 181. 3 174.	5 5.	14		21	22	1,800	Chicago, Rock Isl, and Pacific Great Western	4,089,561		3,192,940	9,100,000 1,648,561	8,146,524 2,350,000 12,144,000	635,48	6 18,506,76 - 4,214,34	2 180.0	1,621,30	742,097	1,418,99 877,47	10	-
81 Dec. 6	6 111.	0 -	1 12	. 11	2 17	30	300	Toledo, Peoria & Warsaw 2 St. Louis, Alton & Terre Haut	5,217,634 e 10,700 000		52,340	8,835,939	1,600,000	1 222100	8 5,269,88 - 10,700,00		/ A00-02	001,000	A TATE	-	18
	004				1	22	-	INDIANA.	100			4,390,000	5,600,000	107	e de combina	000	10 M	19 06			
81 Aug. '6 81 Dec. '6	132	4 -	-	-	141	1 10	18	5 Chicago and Great Eastern 7 Evansville and Crawfordsvill 6 Indiana Central	e 2,312,344 1,667,039			1,142,834	1,240,000	4,50	2 2,726,18 0 2,102,76	1 132 0	246,14	559,128 442,898	246,72 158,54		- 2
81 Dec. '5 31 Dec. '6	8 89.	0 -	-	-	- 2	19	81	8 Indianapolis and Cincinnati Ind., Pittsburg and Clevelan	2,497,952 d 2,735,556	540,04	3 25,689 240,52	1,689,900 1,872,000	997,000	106,87	9 3,458,10	8 110.0	994 896	448,858	230,83	4 9	0
1 Dec. '6	4 86.	0 46	11.	0 -	- 1	7 10	26	I Jeffersonville	1,649,518 1,464,34		278,83	1,015,90° 819,900 2,800,000	640,000		- 2,175,22 - 1,538,76 0 6,000,00	8 132.0 0 288.0	312,86	527,868 315,172 645,827	238,15 117,94 371,40	1 8	10
20 Nov. '6	16 78	0	-	-		8 2	Roth	IOWA.	State I		991,13	1,983,150	5,000	162,28	0 2,979,28	78.0	448,88	1,049,720	297,12	6 12	15
30 Apr. '6 31 Dec. '6	201747	0	=	1170	0 1		21	5 Burlington and Missouri Rive 1 Dubuque and Sioux City 4 Keok. Ft. Desmoines & Minu	5,257,048	8	285,79 172,16	1,541,80 8,662,123 921,449	1,902,110 960,000 670,000	653,95	7 3,451,71 6 5,429,20	8 156.	125,32 319,88	5 466,741 0 805,271 458,821	287,86	1	- 8
1 Jun. 't 30 Jun. '6	185	0 98.	0	312	0 -	-		Mississippi and Missouri	10,715,552	2 4		3,452,300		118,00	0 10,715,55	2 230.	11 mo's	CONTRACTOR OF THE PARTY	21,36	-	
81 Oct. 'I	80	.0 -	-	-		-	-	KENTUCKY.  Covington and Lexington	3,748,97	276,02	4 20 71	1,582,161	2,930,000	887,58	4,375,90	3 111		426,408	227,58	4	
30 Jun. '( 30 Jun. '( 30 Jun. '(	87 65	1 -	0 31	4 -	21	6 4	100	Lexington and Frankfort	1,405,910	0 126,78	0 36,71 5 2,672,76		294,51	7,48	4,375,96 690,97 1,586,99 12,841,08	28 65. 25 334	248,82	6 2,158,87		1.6	
81 Dec. 1	80	.0 -	-	_ 178	0 1	0 1	7 19	LOUISIANA.  N. O. Opelousas and Gr. West	1 4,254,21	551.21	8 1,315,46	4 4,093,42	1,780,60	0 2,804,76	8 8,628,79 12,039,61			0 414,74	200,22	0	
80 Nov. 1	66 206 60 58	7 -	= ==	205		1 2	8 27	N. O. Jackson and Gr. Norther Vicsburgh, Sreveport & Texas MICHIGAN,	n 6,184,17:	2 1,386,87	4	- 4,697,45 - 1.283,01	3,551,00	0 281,18 0 108,42	1,710,8	206.	7	1,533,04	2 386,26	100 Marie	
30 Bep. '80 Jun. '9	62 57 62 188	.0 -	-	1		-	-	Chic. Detroit & Can.G.T.Jun Detroit and Milwaukee	8.270.62	d equip 8 647.59	ed by	r. Tr'k R 2,950,00 9 8,070,66	R. Co. of	Canad	9,008,8	188.	0	840,89	8	-	-
81 May '81 Mar.			.8 28	4 -	- 10	7 8	3 1,72 4 1,48	Michigan Central	14,930,81 16,625,53	1 2,669,51	1,086,72 1,745,79	9 8,070,66 5 10,601,20	5 7,268,98 0 9,135,84	284,43	9,008,8 16,017,5 51 20,478,9	48 329. 91 523.	3 1,902,09 8 2,386,19	8 4,325,49 8 4,673,19	0 1,498,71 3 1,609,88	8 10	0 1
31 Dec. '	62 16	.5 _		- 608 - 190		2	2 1	MINNESOTA.  10 Minnesota and Pacific	1,400,00	0	in lay		1,550,00	0			- 10	-			
31 Dec. 31 Dec	62 -	=		- 114 - 288	10-			Minneapolis and Cedar Valle     Minnesota Transit	V-				300.00	0			100000				-
96 Amm 1	60 28	3.0	-		7.8	25 2	2 8	M1881881PP1.  86 Mississippi Central	12 355503311	756,2	92	2,000,96 798,28	2,554,78	11 10 10 10	92 6,331,8 60 1,974,4	99 286	0	. 584,84	2 328,0		
81 Oct.	99 1	3.2			0.4	7	- 1	MISSOURI	SHANNER OF	10	10	1,000,00	0 1,400,00	275,0	1,974,2			- 176,46 250,04			
31 Aug. 28 Feb.	166 18	2.0	- 1	3.2 — 7.7 21		23	27 4	25 Hannibal and St. Joseph	6.944.59	815,0	68 266,7	7,153,88 15 2,469,54	6 7,177,60 0 4,400,00	00 106,2	35 8,028,3			24 1,047,56 1,020,08			
31 Dec. 28 Feb. 28 Feb.	62 18	3.0 -	- 1	8,6 4,4 - 3,9 20	0.0	47	61 6	Platte County	1,200,00 14,116,66	2,049,6	74 432,01	- 500,00	5 9,200,00	00 1,356,1	35 16,598,4 5,000,0	48 809	0 1.199 6	60 2,675,87	200	-	
28 Feb.	64 8	6,6	8.6	8 2		10	18 2	19 St. Louisand Iron Mounta	5,487,00	860,0	29	1,971,2		40 8	68 6,852,1	09 90	1 280,1	899,26	1 2	20	-/-

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### RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterice (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "ni Running dots (.....) signifies "ni Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

	-	lellro	nd.	** OF	Bq		ment,	granus with	and the same	day day	- 10	et of Bala			Mahasad MP2	inel.	by loco-	Ear	nings,	1	1
Yours anding.	Main Line.	Lateral and Branch Lines	and Track an Sidings.	Road in progre	Engines.	Passenger.	Froight, etc.	Companies	Balirosd and Appurten-	Rolling. Btook	Other Assets.	Share Capi- tal paid in	Bonded and Mortgage Debt, Debt,	Other Liabilities,	Balance Total, incl. all other assets and lia- bilities.	Road operated, increased, etc.	Mileage run by motives with tr	<b>Gross</b> ,	Net,	Dividenda	
12 2	M.	M.	M	M.	-	-	No.	Witten				*	\$	•	*	M.	M.			p. e	
80 Nov. '62 80 Jun. '66 81 Dec. '66 81 May, '66 81 May, '67	149.0 68.0 99.7	9.5	25.0		6 41 12 13 14	11 15	AAV	Androscoggin  Atlantic and St. Lawrence  Portland and Kennebee  Maine Central  Portland, Saco and Portsmouth	C G.URU.URR		57,091 498,486	151,838 2,494,900 1,000,000 1,447,060 1,500,000	2,000,000	1,985,870	767,381 7,952,830 8,000,000 4,801,467 1,858,669	149.0 109.5 109.2	76,344 878,873 309,481 171,568 227,394	612,118 489,592	177,873 177,428 219,802		1
80 Sep. '64 80 Sep. '64 81 Dec. '67	279.6 30,0 188.0	7.2	25.0	=	92	100		MARTLAND.  Baltimore and Ohio  Washington Branch  Northern Central			1 100000		9,420,530	12m. 0 m.	39,683,118 2,217,477 12,644,781	266.8		264,481	200,102	10	11
80 Mov. '66 80 Nov. '66 80 Nov. '66 80 Nov. '66 80 Mov. '66 10 Mov. '66 10 Mov. '66 10 Nov. '66 90 Nov. '66 90 Nov. '66 90 Mov. '66	20.8 74.8 47.0 44.6 46.0	1.8 8.8 7.0 24.0 1.1	16.8 60.4 46.0 62.6 2.7		18 26 38 80 80 86	16 41 80	554 744	Boston, Hartford & Eric Boston and Lowell Boston and Maine	12,510,917 2,465,434 8,982,547	412,896 188,845 446,557 207,400 437,416	521,732 581,266	11,877,000 1,880,000 4,076,974	8,201,850 640,000 15,000	47,980 75,297	20,126,830 8,170,511 5,010,730 8,917,051 5,759,810	94.9 70.9 164.3 61.8 83.6	113,400 480,176 775,454 441,186 729,470		176,288 498,499 384,644	8 10 10	18
0 Nov. '66 0 Nov. '66 0 Nov. '66 0 Nov. '66 0 Nov. '66 0 Nov. '66	50.0 44.1 51.0 14.0 12.4 14.5	8.4 60.4 42.5	11.9 38.1 76.1 2.8 2.8 17.4		14 88 29 3 2 11	25 82 88 4 4 18	205 (579 ) 472 ] 40 ] 20 ]	Boston and Providence.  Boston and Worcester  Dape Cod Branch (par 60)  Donnecticut River  Eastern  Fitchburg and Worcester  Jowell and Lawrence.  Nashua and Lowell  Tew Bedford and Taunton.  Ald Colony and Newport.	907,500 1,747,156 4,452,999 8,199,861 284,774 832,883 668,919	189,816 506,090 850,149 40,226 80,276 95,684	800,144 467,611 456,729 7,027 114,628	1,650,000 8,578,800 8,540,000 247,800 200,000 600,000	250,000 1,848,400 2,000 75,000	11,050 594 271,200 20,492 3,568 25,600	1,093,60% 2,287,115 5,426,700 4,006,729 275,012 870,185 773,226	28.5 14.0 (Op	255,858 805,800 477,106 37,740 er. by B 215,781	617,148 1,422,167 1,107,444 82,974 oston & 441,804	177,822 477,714 847,247 16,960 Loweli) 90,996	887668	11 11 12 12
Nov. '66 Nov. '66 Nov. '66	18,6 48,4 16,9	10.8	1.2 80.5 7.0 17.5 1.7	86.6	1 17 3	20 4 12	678 H 197 S	Pittsfield and North Adams rovidence and Worcester alem and Lowell	432 480	46,018 334,508 11,247 802,798 83,729 89,727	121,286 7,168 85,696	\$00,000 4,848,300 450,000 1,750,000 248,305 250,000	184,000 2,141,000 226,900	858,060 127,6%0 660	684,000 7,847,300 450,000 1,877,680 471,171	36.7 141.0 18.6 44.4 (Op e	72,492 669,552 50,880 293,180 r. by B.	259,107 1,832,807 114,107 701,147 L.Co.) 243,676	71,382 509,790 31,164 149,899 17,500 62,826	7 6 8 1 8	10 8 12 11 11
	89,8 56,1	8.0 17.3	6.6 -		88	4411	* DOO! Y	roy and Greenfield	2,259,086 10,087,212 1,025,000	207,843 880,115 116,000	117,892 5,228,176 124,885	923,942 2,860,000 6,710,800 1,141,000	979,308 551,650 5,945,020		8,584,821 7,190,503 1,265,385	77.3	158.1211	430,9001	140.0481	84 10 10	ii
Mar. '66 2 Mar. '66 2	18.6 14.5 16.9 19.8	18.0	5,6 8,0 2,8 2,8		21 22 2	10 15 22	232 E 271 C 494 C 80 M	oston, Concord and Montreal heshire————————————————————————————————————	2,850,000 2,688,907 1,500,000 825,000 698,258 8,068,400	175,000	481,845 247,281 171,775	1,800,000 2,085,925 1,500,000 1,000,000 595,588 8,088,400	1,060,000 673,200 - 568,000 - 145,400		2,986,189 1,671,776 1,052,827	21.4 52.7	422,417 527,354 892,640	467,714 661,617 867,987	147,122 109,887 151,868 101,242 242,997	24 8 8	11
Dec. <sup>1</sup> 66 6 Dec. <sup>1</sup> 66 6 Dec. <sup>1</sup> 66 6 Dec. <sup>1</sup> 66 7 Dec. <sup>1</sup> 86 5	1.2 4 0.2 - 4.0 1 8.0 -	24 7	8.1 4.0 -	0.6	74	95	171 O	elvidere Delaware amden and Amboy amden and Atlantic		,964,600 5		000 047	2,245,000 0.073,137	846,140 107,482 250,400	3,587,787 8,060,549 2,244,201 5,711,102 1	77.5 - 24.2 - 60.2 - 02.0 1 53.0 -	284,815 8	556,742 ,607,652 398,975 ,581,244 ,020,078	128,989 ,444,706 129,869 ,617,268 804,869	15 10 7	13
Dec. '66 21 Dec. '68 66 Dec. '68 86	1.6	8.0	- 4	7	2	6	17 N W W	orthern New Jersey	487,808 4,098,592 2,000,000	-	59,050	158,800 2,530,700 1,547,650 781,050	855,000 - 280,000 1,562,800 511,400 - 1,010,500	74,740 920,447	487,803 487,803 4,988,947 2,659,060 1,741,550	24.0 81.0 - 18.2 - 51.0 -		222,769 835,651 461,297 263,420	22,961 088, 154,045 69,712	7 29	18
Sep. '66 142 Sep. '66 88 Dec. '66 466 Sep. '66 144 Sep. '66 107	1.8 - 1.0 9 1.0 - 1.0 1	7.0 8 3	1.0 0.0 3.0 -	1.6 - 87 - 87	18 1 18 8 18 2 71 18 18 16 11 4	2 3 0 5,8 1 8 1	216 A 411 Bu 786 Bu 825 Ru 827 Hu 161 Lo	Naw Yoak, Ibany & Susquehanna.  Iffalo, New York and Erie  Iffalo and State Line  Ide  Udson River  Dong Island  Dow York Central  Dow York Central  Authority of the Companies  Wego and Rome  Wego and Rome	4,285,593 8,369,088 2,277,888 9,122,686 8,374,854 2,593,162	843,099 - 508,576 - 5,168,971 - 401,312 -	,165,188 2	1,675,138 950,000 2,200,000 5,101,121 5,962,971 1,852,715	2,114,000 2,880,000 1,018,000 8,429,920 5,7,227,460 982,000	085,864 54 1,167 1	o Erie 3,218,000 3,287,874 78 5,543,825 18	Ra il 88.0 1, 84.0 7, 50.0 1, 20 0	Way 398,666 2 109,189 1 720,519 4	3,979,514 8 ,846,526 1 ,590,225	812,156 ,109,801 ,795,099 362,650	10	10 19 7 14 6
Sep. '67 297 Sep. '66 130 Sep. '66 18 Sep. '66 36 Sep. '66 36 Sep. '66 25	1.0	4.0 1	1.6 — 1.6 — 1.7 —	-	9 29 2 13 6 1 6 1 9 6	O)	59 Re	ensselaer and Baratoga	793,472	,884,877 9, ,492,431 - 942,441 - 135,910 - 339,200 -		800,000	498,750	088,879 46 12 157,080 19,875 1	0,028,535 60 0,987,415 16 0,818,884 12 585,880 - 0,057,737 8 0,132,672 17	98.2 0, 64.0 1, 22.0 86.8 75.0	90,260 509,163	768,700 861,788 252,175 801,928	89,372 207,413		12
lop. '66 141 lept. '66 37 lept. '66 21 lep. '68 40	1.9	8.5 26 - 5.	25 — 1.7 — 82 — 1.6 —				Sa Sa	ratoga and Hudson River ratoga and Schenectudy	656,026	563,816		557,560 2,385,500 800,000 500,000	109,000 - 1,575,794 40,000 - 400,000 -	55,988	686,560 1 1,003,804 18 1,003,804 11 480,684 11 930,207	nel u	1655,492 1, ded in G	066,866 entral. – ens. &	53,959 364,668 Sara,	77	10
lept. '60 18 lep. '60 36 lep. '60 36 lep. '66 25 lept. '66 18 lept. '66 141 lept. '66 37 lept. '66 40 lep. '66 40 lep. '66 81 lep. '66 81 lep. '66 84 lept. '66 84 lept. '66 84	.9 -		1.3 -	- 1		7 7	24 By 24 Tr 56 Ut	aten Island	807,004 2,957,620 1,842,759 871,348 172,577	45,576 830,799 65,284	600,000	660,000 1,200,000 607,111 811,000 98,650	200,000 ,635,470 ,497,000 85,000 —	95,000 58,182 875,886 2	,957,620 8 ,479,997 11 986,581 8	120	299,025 108,408	510,917	118,408 174,456 211,173 78,882 21,757	718	
fay, '60 94 fay, '67 228 '59 97. op. '66 161 op. '66 161 far. '80 81	.0 .0 .5 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	ko	:=	1 2		1	23 No Ra 27 W 81 W	lantic and North Carolina porth Carolina corth Carolina leigh and Gaston llmington and Manchester. Illmington and Weldon extern North Carolina catern North Carolina	2,167,508 4,950,755 1,240,241 3,280,173 3,058,895 1,000,006		899,679	1,545,225 1,000,000 978,800 1,147,018 1,468,775 290,212	339,000 126,200 .201,000	854,832 5 871,984 8	,419,401 9 ,290,435 25 ,778,539 17 ,560,528 17 364,072 —	23.0 97.0 71.9	371,012	482,059	35,672 loss. 108,541 152,548 255,851		
eo. '64 118, ug. '68 137. ar. '67 60.	2 - 8 -		81	- 44	1 36 4 30 8 14 4 24	2 7	08 Ce 85 Cir 82 Cir 47 Cie	ntral Ohio	3,930,428 2,855,112	922,670	289,017 106,133 275,919	2,562,251 1 1,628,356 3 3,260,800 1	,040,550 ,678,000 ,759,000 ,300,000	116,574 126,458 6778,160 2239,888	,719,874 11,810,482 14,197,537 20,856,112 13,771,246 19	11.0 02.0 31.8 	568,028 1, 066,592 1,	857,701 301,587 988 700	521,906	8	37
ec. '66 135. ot. '66 96. ov. '66 101. ov. '66 101. ov. '66 54. ar. '67 142. ov. '66 173. pr. '62 192. as. '66 116. oc. '66 412.	0 109 2 78 5 16 0 —	38 4 .6 .6 .7 .4 .3	5 -	- 66 - 40	7 35 8 86 9 86	1,0	17 Cle 88 Cle 80 Cle - Col	ov., Painesville & Ashtebula Seveland and Pittsburg Seveland and Toledo	,882,070 ,066,895 ,901,816 ,425,368 ,661,304	974,601 494,543	499,867 797,846 691,451 64,292	5,000,000 1 5,408,968 8 5,000,000 2 1,786,200 2,388,064 8	,500,000 — ,872,861	169,197	500,000 9 566,262 20 673,764 18 126,814 0 417,669 14 ,225,433 15 ,429,777 25	8.5 1,	88,062 2, 140,681 2,	568,834 351,906 492 215 1.	952,041 654,726 107,877 liami, 209,512	10 1 5 14 1	10
oc. '66 178. pr. '62 192. nn. '66 158.	8 77 8 16	6 18	1 =	- 48 - 48 - 26 - 10	20	4	85 Ma 88 Ob	tie Miami		745,475	578,999 1	2335 TAR C	.070.00014	315,484 17 343,042 20 109,318 4	,220,433 15 ,429,717 25 ,549,420 19 ,372,746 20	0.8 0.8 0.8 0.8 0.8 0.8	46,671	694,520	469,205 445,302 - 119,082 - 134,081 - 126,800 -		30

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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterice (\*) occurring in the column headed "Belling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dask (—) signifies n Bunning dots (.....) signify "not ascertained." Land-Grant Railroads are in "italice."

10		ilroa	a,	10 95	Hq	-	nent,	1 7 1 2 cmg 2 3 6	99	1	Abstract	of Balanc	e Sheet,		100	l not	8 1	Earni	ings.	4
.gu	E	dne	BDC	ted.		0	are.	- 12 - 1 PH &	Proper	y and A	ssets.	L	iabilities.		her, He	l, etc	by lo		440	-
Years ending.	Main Line.	Lateral a Branch I	2nd Track Sidings.	Road in pro	Engines.	Passenger.	Freight, etc.	Companies,	Railroad and Appurten- ances.	Rolling-	Other Assets.	Share Oapi- tal paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance To incl. all of assets and bilities.	Road operate road leaned	Mileage run k motives with	Gross	Not.	Dividends
100	M.	M.	M.	M.		No	No.	PENNSYLVANIA.					•			M.	M.	•		p. c.
ot. '66 Oct. '66	387.0	6.0	81.0	186.0	150	106		Atlantic and Orest Winds	2,860,728 56,357,560	232,046	298,578 83,348	1,948,400 29,564,405	614,000	818,542 1,156,819	2,876 842	44.0	184,201	356,277 4,833,490	128,892 1,476,080	
ot, '66			6.3 70.0	-	15 87	112	120	Catawissa	8,634,000 1,691,037			1,316,900	266,000 384,000		8,634,000 1,691,037	74.0	227,645	447,052	130,541 852,281	-8
ot. '66	36.0 78.0	1.7	6.0	-	10	8	96	Del., Lackawanna and West'n East Pennsylvania Elmira and Williamsport	9,687,427 1,842,081			11,288,600 654,400	3,270,500 574,900	717,222	15,876,822 1,564,740 2,620,000	204.5	1,909,775 199,412	2,788,496 446,078	714,825 287,084	20
ot, '66	81.6	2.0	6.2	-	15		446	Erie and Pittahure	1 849 020	852,000 554,628	30,000 225,000	1,000,000 000,000 664,800	1,620,000 400,000 1,248,704		1.000.000	78.0 18.5	285,148 168,828	617,581 620,488 618,566	loss. 160,700	25
ot, '66 ot, '66 ot, '66	82.0	18,0	1.4	44.0		2 8	15	Harrisburg and Lancaster Hempfield	1,882,550 1,616,459	41,840		1,182,560	700,000	100,000	2,622,548 1,882,560 2,409,568	820	oper, by	Penn.	235,158 R. R. Co.	7
ct, '66 ct, '66	80.0	15.7 20 57.5	11.7 13.6 180.0	-	16 21 86	6				22.815		685,180 1,885,000	1,462,140 2,401,645	68,880	2,188,498 3,812,146	59.7 82.0	194,282	818,878	2,972 53,598 285,010	
ot, '66	28.8 138.0	6.0		-	-			Lehigh Valley  Little Schuylkill  Mine Hill and Schuylk, Haven		3,052,790	1,598,965	9,408,200 2,606,100	1,477,000 885,000		12,994,22	one	1,078,411 r. by Re	13.718.680	2,260,027 R. R.)	
et. '66 es. '66 ot. '66	854.8	83.8	466,8	-	23 452	22 240	687	Ponnsylvania	5,754,968	3 PO THE O	467,050	3,775,600 3,150,150 20,000,000			6.887 28	67 6	245 588	000 015	382,500	
96, 166 38' VC	287.5	8.0	19,8 68,8 255 4	3	000	-	-	Phila, and (Sunbury) Erie	17,869,738	268,489	409,986	1,491,850					7,080,026 274 879			6 9
ct. '66 et. '66	26.5	=	80.0 105.6	-	261	72	045	Philadelphia and Trenton	1,369,284	3,765,774	2,899,368 272,223	1,099,120	200,000		32.577,54	8 474 8 7 26.5	4,861,336 195,478	10,902,819	6,016,58 316,75	1 10
ec. '66	58.4 468.5	=	138.1	- 90,6	16	121	2.429	Philadelphia and Reading— Philadelphia and Trenton— Phila, Wilmington and Balt. Pittaburg and Connellsville— Pittaby, Ft. Wayne & Chicago Shamokin Valley & Pottsville Westchester & Philadelphis	2,482,068	229,768	229,792 2,678,792	9,019,800	1,450,000 1,500,000 12,568,500			7 70.9	880,936 824,068	2,470,958 539,109	1,057,68 245,96	7 10
ot. 166 ot. 166	26,1	=	4.6	-	1	18	458	Shamokin Valley & Pottsville Westchester & Philadelphia	1,569,450	146,721	2,010,102	869,450	700,000	State of the last	1,569,45	0 28.0	149,059	348,188		
ng. 165	1		4		1	1.	1	RHODE TALAND	-		22,30	549,400	816,000	26,29				264,125	123,81	2 2
ec. <sup>1</sup> 58	54.5	_		47.4	1	8 18	14	N. Y., Providence and Boston	West with	11000		1,755,281	500,000			- 62.0	840,600	625,641	169,82	3 1
ec. '58 an. '59	143.2	21.3			1	8	-	Charleston and Savannah Charlotte and South Carolina Greenville and Columbia	801,616 1,719,048		-	706,366 1,201,000 1,429,008				_ 109.6		283,260	151,58	8
eb. '67 lec. '66	102.0	106.0			1		843	North-Eastern South Carolina	2.148,131	025,10	51,070 549,110	898,950	1,028,000	845,54 272,25 447,49	2,199,20	9 102.0	154,496	841,190	66,68	7
ep. '60 une '66	47.0	_		-	-	11		Central Southern (Tenn.)	1.021.436	58,180	1	505,214	814,000	WENG TH	of the second		10- UP	1,812,786	I Veneza	1
une '66 un. '67	140.0		8.0		11	6 8	18	East Tennessee and Georgia.	J 9.900 084		824,26	8 657,700	2,141,970	541.85	4,224,34	- 140.0 7 180.3	10 mos	441.02	154.08	1-
	271.0	16.0		0 8.1	9	9 6		Memphis and Charleston Memphis and Ohio		1,002,60	1	570,000	1,361,000	145,00		7 291.0	786,831	1,661,61	71,49	
dep. '66	47	-	2	8	1	4 1	9:	Memphis, Clarkesv. & Louisv Mississippi and Tennessee Mississippi Central and Tenn McMinnville and Manchester	8,015,10		-	298,721 825,399	740,000 1,069,600 632,500	962.08		99.		367,25	2 178,72	9 -
Nov. 160	J 149	44.0	7.1		- 8		81	TAGENTAINS BUG CHRESTEDOOMS	892,710 538,90 8,682,88	56,81		317,447 - 144,894 - 2,066,544	406,000	5,00	0	34. 159.	80,06	88,12 28,80 784.11	2 178,72 9 44,66 8 13,89 8 337,88	2 -
)	45.1		4.			6 4	3		76,01	76,01	8	595,925	860,000	204,54	4	45.		127.96	87.24	
- 158	8 82			158.	1			Winchester and Alabama TREAS, (all aided by State). Buffalo Bayou, Braz. & Col'r'd Galvest., Houst. & Henderso			0 6 5 5 5	216,962	413,000	408,47	7	- 80.		1,24	8	
- '68	0 50.	0 -	1		0	2	4	V Houston and Research	1,250,00			275-000	240,00	171,56		- 82. 56. 50.	0			
lay '60	9 25.		6.	1330		7	12	- Ban Antonio & Mexican Guli	4.282.84			455,000				70.	0 102,20			18
May '6'	7 110. 3 119.	8	6.			1 1	0 32	VERMONT.  S Connect. & Passumpsic River	3,071,68		100,12							0 498,70	6 184.64	52
Aug. '6	8 62. 5 117	5 20		9 -	- 1	0	U AN	8 Rutland and Burlington 9 Rutland and Washington 8 Vermont Central	250.00	256,68		- 2,283,870 - 1,097,000 - 5,000,000	0		- 1,206,6	33 62	5 136,76	1 423,02 1 185,47	112,16	58 — 36 —
May,'o	5 47. 5 28.	0 18.	- 0,	9 -	-			Vermont and Canada	1,212.27	4 .	100001100	2,140,000 - 516,16	0		2,250,00	00 184. 00 op	5 1,080,80 e r. by V1	4 1,477,78 L. Centra	2 334,85 1 180,00	00
un. '6	1		8.	122	-	7		Vinginia.	1,083,50	0 •	1 117 516	- 882,00	700,00			op	e r.b. Tro	90,27 & Bos	3 34,31 t. 53,8	
Aug. '56 Sep. '56 Sep. '56	9 77.	8 8,	9 8	8 105.	6		5 22	Alex, Loudoun & Hampshill Manassas Gap Norfolk and Petersburg	re 1,492,19 2,942,54 2,006,87	8 210.68	0	- 1,408,018 - 2,969,86	1 775.50	8 88,18 0 118,78	1,584,1	118,	7 708,08	4 186,30	43.0	82 -
dep. 'de	6 108.	8 68.	4 10			16 1	_	Northwestern Virginia  Orange and Alexandria	6.322.15	3 122,15	10	- 1,500,12 - 468,60	590,61 5,719,22 5,923,00 0 1,681,90	0 155,16	1 8 month	108	5	- 696,70	8 127,0	85 -
ep. '6	9 50	2 91	8	-	- 1	4 1	7 10	7 Petersburg and Lynchburg	3.588.27	2 .		468,60 2,068,65 1,865,60 888,20	0 1,681,90 0 102,50	0 380,78 0 124,98 0 5.79	1 8 58K 1	167. 87 182.	6 mos.	- 289,58	1 49.5	81 -
ep. '6			- 4	5 -	- 1	8 1	DI 24	Richmond and Danville 6 Richm., Frederick & Potoms 11 Richmond and Petersburg	4 917 60	9 *	1,488,50	0 1,041,88	0 1,717,50	U 10.83	7,301,9	88 190,	5 239,95 6 159,98	1 672,71	4 284,7	62 89 —
ep. '5	9 23.	7		2 14	6	2-	- 7	B Richmond and Petersburg S Seaboard and Roanoke	704 94	0 20,58	19,6	- 657.81	0 819,00 2 85,00		1,210,6	24 48.	5 67,90 7 12,54	167,88	80,7	
dep. '6	7 205	O1	4 10.	8 7.	0 8	2 1	DI 10	6 Virginia Central	K 540 79	8 541,81	- ALLOV	3,353,67	2 85,00 0 409,89 9 1,919,55 1 1,839,50	8 112,20 0 877,20	6,879,0	47 80. 46 221.	0 168,08 8 800,40	6 554,61	1 185,6	48
Dec. '6	6 196	0 79.	0	-	- 6	8 3	2 1.16	WISCONSIN.	10 000 00		10000	2 10,988,98	4		7,362,2		THE RESERVE	7 2.588.80		
	200	0 135.	28.	3		17 8	7 00	Milw kes and Prairie du Chie Western Union	7.726.20	0 •		4,144,69	6 390,50	0	200000	235	.0	and the same of th	984,1	-
Jan. '6 Dec. '3	8				- ,	1 2	7 40	CANADA.  Buffalo and Lake Huron (1 y	11 000 00	0	1 . 8 . 6	11 110000			ACES!	2 6	1 10	100		- GE
Tren 16	101 201	VIGAR	0	100	_ 1	18 1					15,81	11,750,00 11 1,681,18	0 911.02	99 0	- 11,938,0 4 2,663,3	78 40	0	_ 242,79	8 117,8	42 -
July '6 Dec. '6	1,00 4 229 94	0 116.			- 5	18 12 18 2	6 1,68 0 88	Grand Trunk Great Western Northern (O. S. & H.)	23,933,75 5,456,61	0	1,250,00	16,802,74		5	77,210,8 26,084,1 59 5,678,9	45 1,06 80 857.	0	_ 3,011,86	0 1,154,8 0 1,649,6	10
Oct. '6 July,'6		1.63			-	18 1	8 17	NEW BRUNSWICK.	4,747,71	8		4,658,70	0	2.0	9,010,0	- 108	5.00	- 148,83	191,1 8 85,7	3 6
Dee, 46	12	80.				20 1		New Brunswick and Canada Nova Scotia.	1,402,74	8 02,35		- 1,880,00	0 13,10	0 186,00		82 60		189 56	80,6	70 -
11 .	81	D			1		1 18	New Granda.	- 4,278,40 9,900,00	The same of	1	4,973,29	/	The state of	10,763,7	81 92	0 168,41	6 129,10	87,1	- 118

		Di	A,q	
Paranama	Amount		-	12
RAILROADS.	of shares	6	7	
	out	4	13	37
	standing.	M	24	7
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	
Baltimore and Ohio, (pref.)	8,000,000		9.00	
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.) .	1,840,400	8	8	70
Buffalo, N. Y. & Erre, (guarantied) .	875,000	7	-	
Damden & Atlantic (preferred)	620,800	7	-	25
Jatawises (preferred)	1,150,000	7	-	23
Unomung (guarantled)	380,000			-
Dayuga & Susquehanna (guarant.)	843,500	-		-
Oheshire (preferred)	2,017,825	7	-	62
Chicago & Alton (preferred)	2,425,400	7	7	140
Unicago & Northwestern (preL)	14,789,125	7	7	72
Cochecho (preferred)	177,750	8	-	-
Ot. & Passumpsio Rivers, (pref.)	1,578,500		10	80
Dumberland Valley (1st preferred) -	241,900	8	8	-
(2d preferred)	243,000	8	8	-
Detroit & Milwaukee (preferred)	1,500,000		100	-
Dubuque & Sionx City (preferred) . Eimira, Jeff. & Canandaigua (guar.) .	1,988,171	7	84	90
Elmira & William-port (preferred)	500,000		-	-
Erie (preferred)	500,000	7	21	42
Hannibal & St. Joseph (preferred)	8,536,910	7	7 (	76
Harrisburg & Lancaster (gnar.)	5,253,856		-	69
Honsatonia (preferred)	1,182,100	7	7	
ndianapolis & Madison (pref.)	1,180,000		8	104
Lennebec & Portland (preferred)	407,900	8		****
ackawanna & Bloomsburg (pref.)	372,000 500,000	7		
farietta & Cincinnati (1st pref.)	6,556,185	7	3	18
" (2d pref)	4,051,744	7	8	
Hichigan H. & N. Indiana (guar.)	787,700		10	140
fil. & Prairie du Chien (1st prof.)	8,204,296	8	8	99
" " (2d pref.)	841,400	7	7 1	90
dilwaukee & St. Paul (preferred)	7,870,900	7	-	65
ow Haven & Northampton (guar.)	1,010,000		4	
lew York & Hariem (preferred)	1,500,000	8	-	112
lagara Br. & Canandalgua (guar.)	1,000,000	6	6	
mierson & Hudson (quarantied)	680,000		8	
aterson & Ramapo (guarantied)	248,000		54	
aterson & Ramapo (guarantied) coria & Bureau Valley (guar.)	1,200,000		6	
hiladelphia & Reading (pref.)	1,551,800	7	7	-
unadelphia of Trenton (auar)	1,000,000		10	-
ittsfield & North Adams (guar.)	450,000	8	6	94
ort., Saco & Portsmouth (guar.)	1,600,000	6	6	
utiand & Burlington (proferred) -	882,700	8	-	
(preferred).	608,176	6	-	****
L. Alton & Terre Haute (pref.)	1,700,000	6	7 (	73
oledo, Wabash & Western (pref.). oledo, Peoria & Warsaw (1st pref.)	1,000,000	7	7	67
4 6 (04 prof.)	1,651,814	7	-	-
roy & Greenbush (guarantied)	908,425	7		
armont & Canada (guarantied)	274,400	6	6	50
ermont & Canada, (guarantied)	1,600,000	8	8	102
Varren (guarantied)  Thite Mountains (guarantied)	1,408,300	7	7	
rightsv., Y. & Gettysburg (guar.)	200,000	6	6	
a deselannik (kint.) "	817,050	2	2	****

				170
CANAL	AND	NAVIG	ATTON	BONDA

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Thesapeake & Delaware:			70000	THE S	1
Chesapeake & Ohio:	\$2,657,343	6	J. & J	1886	93
Maryland Loan, dollar .	2,000,000	6	Qrtrly.	1870	
" storling		6		1890	
Preferred bonds Delaware Division:	1,700,000	0		18	30
1st Mortgage	800.000		J. & J.	1000	-
Delaware & Hudson:	000,000	.0	v. & u.	1878	80
Mortgage	641,000	6	M. & B.	1870	110
Delaware & Raritan:					-
See Camden & Amb. RR.	********	-		*****	-
Erie and Penn.:		-		1	1000
Interest Certificates	673,799		J. & J.	1865	
Lehigh Navigation:	161,960	6	2,407	1868	
1st Mortgage	414,158		Qrtrly.	1870	****
Six per cent. Loan	5,434,351	6	6	1884	844
Monongahela Navigation.	4-110		0.00		-
1st Mortgage	125,000		J. & J.	1863	-
2d Mortgage	57,000	- 0	16 16	1865	
Morris:	4/95,500		A. & O.	1876	90
2d Mortgage	802,750				89
Boat Loan	282,807	6			90
North Branch:	- Altar		Lac be		-
1st Mortgage	890,000	6	M. & N.	1876	80
Behnyikill Navigation:	2 844 740			Mal.	
2d Mortgage	3,980,670		M. & B. J. & J.	1872	884
Improvement	1,601,670		M. & N.	1876	76
Busqueh's & Tide Water:	2,002,010		M. W. 24.	1010	10
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	5	6 66	1865	2000
Mortgage bonds	993,000	6	46 46	1878	561
Preferred Interest b'ds.	227,569	6	11 11	1878	-
Union, (Pa.)	3,000,000	0	MAN	1000	2.5
West Branch & Busqu'a:	4/000/000	0	M.	1883	16
1st Montgage, s'k'g tund	450,600	6	J. & J.	1878	88
1st Montgage, s'k'g fund. Wroming Valley.					
We wanted to the same name	000,000	8	J. 4 I.	1812	75

The state of the s		_	-	-	_	_	-
CANAL	AND '	NA	VIG	ATTO	N F	TOO	KR

The second second	COMPANIES. 120 EM. F.	Par of Sharea.	Amount of Btock.	Dividenda.	Marke, Price
	CANAL AND NAVIGATION STOCES :			p.c.	*
	Chesapeake and Delaware	100	1,343,563	-	35
	Chesapeake and Ohio	100	8,226,595	-	-
ĕ	Delaware Division	100	1,683,860	-	84
1	Delaware and Hudson	100	10,000,000	10	148
3	Delaware and Raritan	100	2,298,400	10	-
ı	Erie of Pennsylvania.	50	64,000	-	
ı	Illinois and Michigan	-			-
4	Lehigh Navigation	50	6,968,146	10	28
B	Monongahela Navigation	50	726,800	8	-
3	Morris, (consolidated)	100	1,025,000	10	35
H	" (preferred)	100	1,175,000	10	90
1		100		-	-
1	Schuylkill Navigation (consolid.)	100	TOO DOO F		101
1	" (preferred).	50	1,908,207 2,888,988		124
1	Susquehanna and Tide Water	50	2,048,260		20 11
1	***	20	2,040,200		
1	Union (preferred)	50	2,787,000		14
1		100	1,100,000	6	30
Į	Wyoming Valley	50	750,000		87

Wholesale Price Current.
The ton in all cases is to be 2240 lbs.  IRON—Dury: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Soroll, 14 to 14 cents per lb.; Pig. 49 per ton; Polished Sheet, 8 cents per lb.; Pig. 50 och, No. i
Pig, Scotch, No. 1       per ton.38       40         Pig, American, No. 1       38       -         Pig, American, No. 2       -       -       35         Bar, Refined, English and American       80       -       85         Bar, Swedes, assorted sizes       (gold).92       50       6105         Stoom Prices       -       Stoom Prices
Bar, Swedes, ordinary sizes
Horse Shoe
Rails, English
cent. ad val. (Store prices.)       23         English Cast(2d and 1st qity.)

Н	English German. (2d and 1st qity.) 14 (0 - 15
ı	American Blister, "Black Diamond" 111@ - 17
d	American, Cast, Tool, do 21 @ - 23
i	American, Spring, do 12 @ - 15
	American Machinery, do @ - 14
١	American German do, 11 @ - 14
١	COPPER DUTY : Pig, Bar and Ingot 24; old, Copper,
1	2 cents per lb.; Manufactured, 35 per cent, ad val.;
	Sheathing Copper and Yellow Metal, in Sheets, 20 inches
1	long and 14 inches wide, weighing 14 @ 34 oz. per square
ı	foot, 3 cents per lb. All Cash.
4	Sheathing, New per lb @ - 33
1	Bolts 35 @
	Braziers'
ı	Sheathing, &c., Old 16 @
1	Sheathing, Yellow Metal 28 @
i	Bolts, Yellow Metal 27 @
j	American Ingot 23 @ - 234
ы	PER CONTROL TO THE PER CONTROL T

DOCUMENTS OF THE PARTY OF			-	-		
LEADDury: 1 per lb.;	Dine and Cheek	OR couds		2%		
Galena	D	er 100 lb.	-	- @		-
Spanish	(gold)		6 4	15 @	6 1	50
German Refined.	(gold		6 4	45 @	6	15
English						
Bar						
Pipe and Sheet						
MINT Down Die						

TIN.—Dury: Pig, Bars and Block, 15 per cent, ad val.
Plate and Sheets and Terne Plates, 25 per cent, ad va Banca (gold), per lb. — 26 @ — —
Straits (gold) @ - 24
English(gold) @ - 23
—Gold.— Currency.—
Plates, I.C. Charcoal.p.box. 8 - @ 8 25 11 75 @ 12 50
Plates, I. C. Coke 6 75 @ 7 25 9 75 @ 10 75
Plates, Coke Terne 6 25 @ 9 25 @ 9 50
Plates, Charcoal Terne 7 75 @ 8 - 11 50 @ 12 -
PETROLEUM -Dury: Crude. 20 cents; Refined 4

	PETROLEUM - Dury: Crude. 20 cents; Refined 40	ľ
	cents per gallon.	
ě.	Crude, 40 @ 47 gravity (in bulk).per gall 101@	L
ŧ	Crude, 40 @ 47 gravity (in shipping order) - 16 @ - 16	1
ì	Refined, free, S. W 44 @	
١	Refined, in bond, prime L. S. to W. (110	ı
	@ 115 test)	ı
	Refined, in bond, Standard White 25 @ - 264	L
	Refined, in bond, prime White @ - 28	r
	Nantha, Refined, 750 @ 63 gravity) = 30 @	ı
	Residuum per bbl, @ 8 50	J

=	Astual Bale P	rices for	nok i	Exch ek en	ding	Jan.	15
	CONTRACTOR STATE	Th.	F.10	Bat.1	LM.18	Tu.14	W.15
9011	Atlantic M. S. S. C. Boston, Hartford	00	****	112	-	1114	
1	Usinornia 7s			****	14	****	****
-	Chicago & Alton	454	50	504	504 135	135	501
	" " pr	ef F o, b'ds	100	-	140		140
	" " B.	F	100	****	****	****	****
å	Ohicago, Burl. &	Q138	****	****	****		
	Chie, & Northwes	8 p.o	****	****	*****		
	" " pre	f	731	62 741		73	784
				87			
e.	. " H.	F	****		****		****
	Chicago & Rock 1	sl 96	974	85 98§	98	97	964
	Chi., R. L. & Pa. 7a	1896.	93	****	934	984	****
	Utev., Col. and Ol	n	981 981	99	934	93	984
ı	Olev. and Pittsbr	M	201	94	97	***	98‡
1		M	****	****	-		****
1	Ulev. and Toledo.	7 p.o	102	103	1034	1084	103
1	Cumberland Ucal.	pref. 25k	851	35	844		884
1	Del. & Hudson Co Del., Lack, & We	nal		****		****	110
J	" "1M.8p.c	771-5		961	****		****
	Brie	744	74	761	76)	751	754
ı	" pref	744	76 1024	764	102	754 1024	76
ı	# 2 M. 7 D.c. '79				98		
I	4 M. 7 D.c. '80		974	****	90	****	98
I	Hudson River	139	1421	148	1404	141	140
ı	" 1M.7p.	0.'69.102					****
l	Hudson River	0.75	****	****		****	
г	Hilnois Central	un 108	1841	****	134	135	185
	Marletta & Cin. 1st	pref. 18					****
l	" 1st	mort	****	****		6	****
l	Mariposa Mining ( " pref " lst r	30 14	8 14	88 154	84 15	14	8
١	u u lst r	nort.	1081	109	1094	109	1091
l	Michigan Central SF.8pc.	82	1008	****	Took	1008	1001
I	a conv.sp.	0.'69	871	88	878	861	87
ľ	M. S. and N. I	ar'd .S.F. 97	971	****			****
1	# # 2 N	£	818	92	****	****	92
ı	Mil, and P. du Ch	pref		991	****		****
L	# # 2d	pref	****	****	****		****
1	Milw. and St Paul.	491	494	50	51 d 66 d	618	504 65
ı	a ist n	ort. 86	67	67	900	66	008
ı	Missouri 6s	ort1001	994	99	993	100	997
ľ	" iss, to H.&St	.J.R. 824	84	84	****	****	****
ı	Morris and Essex.		-	99	****		****
	a a lat i	mort 98	****	96 85		****	****
1	New York Centra "78,S.F.	1121	124	124	1234	1287	124
	" 78,S.F.	7.76	****	108	****		
	" 7s.con	.'83. 914	92	92			92
1	W Orb & Hariat	20	119	****	****	128	124
	" "1M.7p.	c.'78		****	****	****	101
1	" "3M.7p N. Y. and N. Have	n 133	138	185	1331	****	185
ľ	North Carolina 6s			514	51	51	50
	new	pon. 51		514	51		304
1	Unito or Miss, cer	waren Oll	82	811	314	30k	71
I	Pacific Mail S.S. O	0 114	114	118	113	112	1124 300
ľ	Phila, and Reading	931	931	948	94	941	100
1	Pitts. Ft. W. & Chics	1M	991	102	1014	101	102
	11 11	3 M	-	****	97	97	
9	Quicksilver Mining	Co 24	25	261	244	24	24
-	" pref.		****		724		94
	" 1M	pref	94 85		84 85	85	94
	" Inc.	pref					
1	Cennessee 6s, 1890.	pon. 61	614	614	614	624	624
			46	46	46	454	454
1	ful. Wab. & West "Pref	66‡	****	****	****	****	67
	" 1M.	0Z		771	****	774	778
,	Aug	b'ds					
	u ex-coupe	on		42	45		
	1 new	*****	****	**	-	_	

A WESTERN MARESTON LOURS AND ANDERSAN

-					A 84		
4-2			(Same	- 2	AM	IIVI	LI
New You	k Sto	ck E	zeha	nge.	7 05	25, 88	SEP.
Actual Sale Pric							0174
PROBRAL STOCKS:-	Th.9.	F.10 B	at.II.			W. LO	Bos
U. S. 5s, 1871, reg. U. S. 5s, 1871, coup U. S. 5s, 1871, coup U. S. 5s, 1874, reg. U. S. 5s, 1874, reg. S. 5s, 1874, re					116		Bor
U. S. 5s, 1874, reg.	*******		****				Boi Boi
U. B. 5s, 1874, coup U. B. 5s, 1865, coup	P		1021	1024	1024	1024	Oh
U. S. 5s, 10-40s., cot U. S 5s, 10-40s, reg		102	1091	1021		102	Co
U. S. 5s, 10-40s, reg. U. S. 6s, 1881, reg. U. S. 6s, 1881, cou.	108	109	109	109	109	1091	Ea:
U. S. 6s, 1881, cou. U. S. 6s, '81, O.W.I U. S. 6s, 1881, "	Ly	****					Ma
U. D. 08, 1001, 10g.		186		****	****		No
U. S. 6s, 1868, reg U. S. 6s, 1868, coup	40 1051			****		106	Old
U. S. 6s, 1868, coup U. S. 6s, 5-20s, reg. U. S. 6s, 5-20s, c. 6	2108	108	105 108	109	110	1091	Ph
U. S. 6s, 5-20s, reg.	4 105%	1061	1004	107	107	107	Ve Ve
U. S. 6s, 5-20s, reg. U. S. 6s, 5-20s, c. 6	5 106	106	107	107	1084		Br
U. S. 6s, 5.20s, r. n. U. S. 6s, 5-20s, c. n.	.09-TO##	1051	1054	105	106	105	Me
U. S. 6s. 5-23s.r. D.	67	104	105	105	1052	105 105 105	Co
U. S. 6s, 5-20s, c. n. 7.30 Notes, 2d seri " 3d seri	es105	105	105# 105# 105#	105	105% 105%	105	Fr
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Philadely Actual Sale Pri	-	-	- 1			4	Na Mi
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Penn. State, 6s 1st se	ries	****	102	102			
" ds, 3d se	ries	108		****			P
Philadelphia City.	L 964		97	****	97	97	P
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Philad, Germ. & N	or. 471	461	47	471	467	461	
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London Stock Exchange.

The following were the closing prices for Ameran Securities on the 20th and 27th Dec. :

				Clo		Pric		
10-3				Dec.				20.
United States,	5-20s, 6 pe	r cent	1882.	7110	721			721
Do.	do, 6	do.	1884.	70 @	71	69		
Do.	do. 6	do.	1885.	701@	701	70		70%
Do.	do. 6	do.	1868.	87 @	90	86		89
Virginia State	, 5 per cen	t		48 @	52	48		52
Do.	6 per cen	t		30 @	82	30	0	32
Atl. & Gt. We	estern, N.	Y. se	c., 1st	200			-	
mort., 1880,	7 per cent			45 @	50	45		60
Do. do., 2d	mort., 188	1		45 @	50	45		50
Do. Penn., 1	st mort., 1	877		45 @	50	45		50
Do. do., 2d	mort., 188	2		45 @	50			50
Do., consolie	d. mort. bo	nds, 1	890	18 @				20
Erie shares, \$	100 (all paid	d) 8 p.	. 0	57 @		49		50
Do., convert	ible bonds	6 p. c		70 @		70		72
Do., 8d mor						62	@	06
Illinois Centr	al, 6 p. c., 1	875		88 @		-	@	-
Do., 7 p. c.,	1875			77 @		77		77
Do., \$100 sh	ares (all pa	id)		88 @		89		90
Marietta & Ci	n. R. R. bo	nds, 7	p. c	65 @			@	
Mich. Cen con	nvertible, 1	1869, 8	p. c	68 @			@	
Do., S. F. 1s	t mort., 8 r	o. c., 16	382	67 @		67		70
New York Ce	ntral \$100	share		65 @	70		@	
Panama R. R.	2d mort.,	1872, 7	p. c	104 @	106	104		
Penn, R.R. bo	nds, 2d mo	rt. con	. 6 pc.	92 @	9 54		@	
Do. \$50 shar				@		-	@	
Phil, & Erie 1	st mort, 18	81, (gr	uaran-	13/1/2	7 5 44	10000	1	
teed by Pen	n. R. R.) -	***		81 @	88		@	
Do. with op	tion to be r	paid in	Phil.	81 @	83	81		83
1008 1 0 15 17 100	TOWN, WELL	3 453		W. J. A.			- 77	

#### American Railroad Journal

Saturday, January 18, 1868.

Stock Exchange and Money Market.

Money has been quite freely offered, all through he week, to responsible borrowers, at gradually rielding rates. The disbursements of January nterest and dividends, and the Treasury paynents on account of matured loans, especially he loans of 1847-'67, have added largely to the available supply, which has been very considerbly in excess of the requirements of the market, or either speculative, or mercantile purposes. Call loans have been quoted at 5@6, and prime to good discounts at 61/6@8 per cent. per annum. on Wednesday the leading street houses were ffered more money than they could advantageously employ, at 5 per cent. The inquiry for aid as been mainly from the Stock and Gold operaors. The mercantile demand has been comparatively moderate. The city banks, last week, added nearly three and a half millions to their loan

ons in deposits, nearly 61/4 million specie hoard, and nearly 1% millions in their le ender reserve. The banks, city, as well as con ry, have been investing freely in the public funds articularly in the Five Twenties, the Compoun Interest Notes as far as they have been available in round sums, the Seven Thirties, and the new three per cent. certificates, which latter attract increasing attention, as money cheapens in price in the open market. Notwithstanding its heavy disbursements, the Government office shows a moderate augmentation of its cash balances, during the week. Its business, last week, was unusually extensive, over 41 millions having been received and disbursed, in that time. The specie reserve of the city banks is now \$19,222,856. against \$14,613,477 same time last year. The city bank deposits are now \$194,835,525, against \$202,517,638 week ending Jan. 12, 1867. The legal tender reserve amounts to \$63,753,116, against \$63,243,870 same time last year. The circulation now stands at \$34,094,137, against \$32,825,103 same time last year. The loans are now \$253,170,723, against \$258,935,488 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$88,980,754 a day, against a daily average of \$96,-658,261 the preceding week, and \$74,856,717 the week ending with Dec. 28. The current week's exchanges average about \$113,464,343 a day. The city banks, last week, gained \$1,641,915 of legal tender, and \$7,764,739 in deposits, and \$6,498,242 of specie. They increased their loans, \$3,429,-426; and reduced their circulation, \$40,254.

The Philadelphia Bank movement the past week shows a increase in loans, of \$591,403; an increase of \$164,703 in specie; a decrease in legal tenders of \$744,487; an increase of \$510,-556 in deposits; and an increase of \$98 in circulation. The Bank Clearings show an increase of \$4,164,621, and the balances, an increase of \$40,999.

National Bank notes to the amount of \$150 .-150 were issued last week, making the total issue to 1,678 banks thus far, \$305,711,081, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$5,888,205, leaving, with the existing 1,639 banks, (having an aggregate capital of \$424,394,861,) an actual circulation at this date, of \$299,488,016. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,055,-550; and for the public deposits, \$37,817,950making a total of \$378,873,500. The Treasury Department last week redeemed and destroyed \$461,000 of worn and mutilated fractional curren cy, and issued \$1,294,514 of new.

The U.S. Sub-Treasury receipts, week ending with Jan. 11, were \$41,441,828, including \$1,683,-803 from customs duties; payments, \$41,181,472, including \$3,091,000 of coin interest; balance at the close of the week, \$97,825,079, against \$97,564,728, at the close of the preceding week, showing an increase of \$260,351. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$3,526,108 including \$252,379 from customs; and payments, \$2,555,784; on Tuesday, receipts, \$1,averages, while reporting an increase of 73/4 mil- 692,578 including \$270,579 from customs, and

\$1.571.820. The balance at the close against \$97,596,514 a week previous; and \$101,- 027,398 same time in the preceeding fiscal year, 683,223 on Dec. 29.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 11, was \$245,369,740; aggregate redemptions, \$209,-565,000; leaving outstanding certificates to the amount of \$35,804,740.

Government revenues have been more liberal, since our last. The excises have yielded handsomely, and the cusoms have been on the increase. The prospect now is of a steady improvement. excises, last week, yielded \$7,744,807, against \$6,251,172, the preceding week; customs at the port of New York \$1,688,808, and at the outports, about \$550,000 (in coin) more, making the grand total income for the week equal about \$10.856.507 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,-474; against \$310,906,984 the preceding fiscal year: and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$110,500,000.

Government received \$7,194,910 from customs, through the port of San Francisco, from Jan. 1, to Dec. 8, 1867.

An unusually animated speculative movement has been noted in Gold, since our last, stimulated in the main by the various sensational reports from Washington, of political trouble, and currency inflation. The demand has been very brisk, during most of the week, and the price has been carried up from 185% at the opening on the 9th inst., to 1421/4 at the opening on the 14th, or nearly seven per cent. At the rising, the business transacted has been very extensive, attended by much excitement and feverishness in the Gold Beard. The dealings, late on Tuesday, and all Wednesday of the current week were on a less extensive scale, and much less firmness was discernable in the market. Sales on Wednesday were made as low as 1381/@1383%, the latest quotations having been 138%@138%. The Cubs on Wednesday took out \$241,000 in specie. The Hammonia on Tuesday carried off \$16,000. The export demand has been less active, checked in part by the decline in foreign exchange. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$186,158, against \$68,411 same time last year. The customs demand for Gold last week, averaged \$272,300 a day; thus far, this week, it has been equal to \$261,479 a day, or equal to a weekly aggregate of \$1,568,874. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$26,608, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$58,928,138, against \$65,637,505 same time in the preceeding fiscal year. The total receipts of California gold at this port in 1867, was \$27,677,556, against \$42,740,918 in 1866, showing a decrease in 1867, of \$15,068,857. The receipts of California gold, at this port, thus

far, in the current fiscal year, commencing with on Tuesday stood at \$98,917,216, July 1, 1867, have been \$16,454,402 against \$26,showing a decrease of \$9,572,906 in 1867-'8. The exports of specie from this port, last week, were \$5,537,400, against \$1,662,340 same week last year. The exports of specie, hence, since July 1 1867, have been \$32,984,186, against \$18,476,610 same time in 1866-'7. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U.S. Sub-Treasury here, on account of the coin interest on the public debt \$3,091,000, and since July 1, 1867, \$42,069,019, against \$31,741,463 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 8, 1867, reached \$87,942,265, against \$40,851,469 same time in 1866, showing a decrease, in 1867, of \$4,289,204.

Increased shipments of produce, and a revival of the export movement in U. S. bonds have added liberally to the supply of foreign exchange. which has been in much less request, and has declined sharply in price, closing tamely and heavily. Bankers' 60 day bills on London closed on Wednesday at 109%@109%, and on Paris to 5.20@5.15; sight bills on London to 109%@1101/4, and on Paris to 5.131/4@5.111/4. The offering of produce bills have been fair, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$8,912,546, against \$4,256,658 same week last year; total, since July 1, 1867, \$97,555,165, against \$102,564,919 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was \$189,688,044. against \$192,329,554 in 1866.

Government securities have been decidedly active, since our last. The demand has been brisk from home buyers, and from shippers. The Fiverequest, those of 1862 and 1865, May and November coupons taking the lead. Prices have advanced materially, though the latest transactions on Wednesday indicated a slight reaction from the highest figures of the week, which were made early on Tuesday. The floating supply of bonds and notes is quite moderate.

U. S. sixes of 1881 closed here on Wednesday at 109%@109¾; U. S. Five-twenties of 1862, 109⅓ @10914; U. S. Five-twenties of 1864 at 10634@ 107; U. S. Five-twenties of 1865 at 1075/4@ 1073/4; U. S. Five-twenties of 1865, consolidated. 105%@105%; U. S. Five-twenties of 1867, 105% @10534; U. S. Ten-forties at 1021/2@10256, and U. S. Seven-thirties at 105 3/4 @ 105 7/8. The brokers are buying the compound interest notes at the following rates, and selling at an advance of 1/4@1/4 of 1 per cent, on these figures:

May, 1865 ..... 1173 | September, 1865...116 August, 1865.... 1163 | October, 1865.... 11534 U. S. three per cent. certificates ......... 1001

The latest quotations at the London Stock Exchange compare as follows with former returns:

Dec. 81. Jan. 8. ...92 Consols .... 921/4 U.S. 5-20's of 1862....7216 711/4 71% 483 .8934

Railway and miscellaneous share property has been quite variable, since our last. The opening transactions were on an extensive scale at higher and buoyant prices; but the business of Tuesday and Wednesday was much restricted in volume, and on a decidedly less confident basis, as regards price, the market closed tame and weak.

General business has been less active, since our last, the violent fluctuations in gold having had the effect of unsettling commercial values. Breadstuffs have been in comparatively limited request, and have been on the decline. The export call has been checked by the rise in rates on ocean freight. Provisions have been moderately dealt in at variable prices. Petroleum has been in rather more demand, especially bonded, which has been queted firmer. The receipts of petroleum at this port, last year, were equal to 1,353,-634 bbls.; exports hence, equal to 845,853 bbls.; home consumption, 469,297 bbls., stock Jan. 1, 80,503 bbls. Cotton has been less active, closing heavily at 161/20161/2 cents for middling uplands, per lb. The stock of cotton now here is estimated at about 62,500 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 957,000 bales, against 843,000 bales same time last year; exports, same time, 515,000 bales, against 353,300 bales same time last year; stock on hand at latest dates, 342,000 bales, against 535,000 bales same date last year. Beeves have been more active this week, and a shade firmer in price, the range having been from 12@ 20; receipts, 4,756. Veal calves in fair request, and firm at 9@131/c.; receipts, 662. Sheep and twenties of the several issues have been in most lambs active and higher, the former bringing from 41/2@81/4, and the latter from 5@81/4; receipts, 18,506. Swine have been moderately inquired for at from 75/8@8c. per lb., all live weight; receipts, 7,611. The aggregate receipts of live stock at the market, in and near this city, last year, were 293,332 beeves, 3,369 milch cows, 69,-941 calves, 1,174,154 sheep and lambs, and 1,102,-643 hogs. In numbers there is a falling off of 5,000 beeves from last year, but this deficiency is much more than made up by the large increase of sheep and hogs, the gain being 143,533 of the former, and 486,251 of the latter. Ten years ago the annual receipts were 162,243 beeves, 12,848 fresh cows, 34,218 calves, 444,086 sheep, and 942,-321 hogs, showing that a great change has taken place in these markets. The cost of the live animals sent here during the past year for slaughtering, as purchased by the butcher, amounted to \$48,619,708, computed as follows: 293,832 beeves, 6 cwt., net each at 151/3c. per lb., \$27,082,544; 1,102,643 hogs of 185 lbs. average weight, at 7 1.5c. per lb., \$14,687,204; 1,171,154 sheep and lambs of 75 lbs. each, at 7 1.5c. per lb., \$6,840,-482; 69,941 calves, at \$8 each, \$559,528; then 8,369 fresh cows which take the places of so many sent to the butcher, at \$70 each, \$235,880. Foreign merchandise has been lightly dealt in, as a rule. Groceries have been generally quiet, coffee

having been most in demand. The total receipts Bank, 115; St. Nicholas Bank, 1061; Central of coffee in the United States for the year ending December 31, 1867, were 1,537,930 pkgs., weighing 226,822,811 lb., against receipts in 1866 of 1,-174,888 pkgs., weighing 165,392,988 lb., and the total consumption in 1867 was 203,506,671 lb., against a consumption in 1866 of 159,918,881 lb., being an increase of 43,587,790 lb., or over 271/4 per cent. The total receipts of foreign raw sugar into the United States, exclusive of the States and Territories on the Pacific, for the year ending Dec. 81, 1867, were 355,801 tons, against receipts in 1866 of 403,497 tons; while the consumption of foreign in 1867 was 378,068 tons, against a consumption of foreign in 1866 of 383,178 tons, and the total consumption of foreign and domes tic cane sugar in 1867, was 400,568 tons, against a total consumption in 1866 of 391,678 tons. The imports of foreign wool into this port last year were 37,547 bales, weighing 18,364,010 lbs., and valued at \$3,040,623, against 58,890 bales, weighing 36,167,998 lbs., and valued at \$5,215,075, in 1866. Dry goods have been quiet, but comparatively firm, in the instance of desirable fabrics. The total imports of foreign dry goods, last week, were \$974,688, and the total amount marketed \$967,413. The value of foreign merchandise imported last week, was \$2,481,375-making the grand total specie value of last week's imports of dry goods and merchandise, \$3,456,063, against \$7,062,192, same week last year; total since July 1, 1867, \$120,873,454, against \$146,041,548 same time in 1866-'67. The aggregate for the year 1867, was \$242,478,575 against \$277,043,050 in 1866. The ocean freight market has been fairly active and decidedly buoyant since our last. For Liverpool we quote flour at 2s. 8d. @2s. 6d. per bbl.; grain at 7c.@8c. per bushel; cotton at 38@ Td. per lb.; and heavy goods at 20s.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 489.

The New York exports, exclusive of specie, for the week ending Jan. 14, and since the beginning of the year, compare as follows:

1867. 1868. For the week .... \$4,256,658 \$3,912,516 Prev. reported .... 8,716,624 2,500,234

Since January 1..... \$7,973,282 \$6,412,780 The balance in the Sub-Treasury on Wednesday

was \$101,028,859 50. The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- Georgia 7s, 81; N. Y. State 7s Bounty Loan, reg., 1061/2; do., coupon, 106; Illinois coupon bonds 1879, 9936; Michigan 6s, 1878, 931/4; Chicago 7s, W. L., 94; Brooklyn P. L., 92; do., W. L., 94; New Jersey Central R. R., 1143/4; do., 2d mort., 102; Great Western 1st mort., 1888, 83; do., 2d mort., 70; Ohio and Mississippi 1st mort., 88; Galena and Chicago 1st mort., 10134; Long Dock bonds, 9716; Chicago and Milwaukee 1st mort., 87; Hannibal and St. Joseph, 56; do., pref., 69; New Jersey R. R. 135; Boston Water Power Co., 221/4; Adams' Express, 7814; Wells-Fargo Express, 481/8; Merchants' Union Exp., 38; Am. Exp., 771/4; U. S. 371/2 Hestonville, 11@111/4. Express, 79%; Pennsylvania Coal, 173; Western Union Telegraph, 871/4; do., 7s, 80; Merchants' ated, 65; Bostor, Concord and Montreal 7s, 100; force of men at work between La Sueur and Otta-Bank, 113; Ocean Bank, 101; Fourth National Somerset and Kennebec 6s, 100; Vermont Cen- wa, and it is expected that the cars will reach Ot-Bank, 104; Bank of Commerce, 1151/6; Am. Ex. tral and Vermont and Canada 8s, 1877, 101; Rut-tawa early in the spring.

National Bank, 103; Market Bank, 112; Park Bank, 141; Manhattan Bank, 186; Union Bank, 116; Ninth National Bank, 102; Bank of Commonwealth, 104; Bank of New York, 138; City Bank, 190; Phoenix Bank, 104; Bank of Repub lic, 112; Shoe and Leather Bank, 1091/2; Tenth National Bank, 102; Alameda Silver, 1.00; Black Hawk Gold, 4.50; Bobtail Gold, 1.75; Benton Gold, 0.48; Consol. Gregory Gold, 5.40; Corydon, 0.51; Columbian G. & S., 0.10; Davidson Copper, 0.48; Edgehill Mining, 3.90; Holman Gold, 0.09; Hope Gold, 0.20; Harmon G. & S., 9.40; Kipp & Buell, 0.18; La Crosse Gold, 0.36; Montana Gold, 0.80; New York Gold, 0.95; Nye Gold, 0.04; People's G. & S., 0.30; Quartz Hill Gold, 1.20; Rocky Mt., 0.25; Reynold Gold, 0.01; Wallkill Lead, 0.52; United States petroleum, 2.25; Buchanan Farm, 0.82; Pit Hole Creek, 1.20; Rynd Farm, 0.18; Bennehoff Run, 2.10.

Philadelphia,-West Jersey R. R. 6s, 85; Belvidere Delaware bonds, 801/2; Camden and Atlantic 2d mort., 75; Pennsylvania R. R. 5-year bonds, 95; Warren and Frauklin 7s, 771/6; Pennsylvania coupon 5s, 96; Pittsburg 5s, 71; Harrisburg and Lancaster R. R., 511/2; 13th and 15th streets R. R., 1816; Union Canal, 114; Lehigh Coal and Navigation 6s, gold loan, 861/4; Delaware Division Canal bonds, 90; Schuylkill Navigation Boat Loan, 73; Camden and Amboy scrip, 102; Feeder Dam Oil, 36; Ocean Oil, 81/2; Hazleton Coal, 481/4: N. Y. and Middle Coal Fields, 3; Shamokin Coal, 3; Locust Mt., 45; Fulton Coal, 51/4; Green Mt., 31/4; Swatara Falls, 56; Mechanics' Bank, 3034; Farmers' and Mechanics' Bank, 133; Philadelphia Bank, 155; Commonwealth Bank, 85 Commercial Bank, 64. The latest quotations are: City 6s, 97@971/2; do., free of tax, 1011/6@ 1013/4; State 5s, reg., 95@-; do., coupon, 96@ 961/2; do., 6s, W. L., 103@1031/2; Reading, 4636@4616; do., 68, 1870, 97@971/4; do., bonds, 90@-; Camden and Amboy, 1291/4@180; do., mort. 6s, 1889, 94@941/2; do., 1883, 883/4@ 89; Penn. R. R., 521/2@525/8; do., 1st mort., 98 @981/2; do., 2d mort., 94@941/4; Little Schuylkill R. R., 301/2@31; Morris Canal, 28@35; do., pref., 80@90; do., bonds, 83@94; Wyoming Valley Canal, 28@86; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 56@561/2; Sch. Nav., 11@18; do., pref., 21@22; do., 6s, 1882, 703/@71; Union Canal bonds, 15%@17; Delaware Div. Canal, 52@53; do., bonds, 80@ 90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1878, 88@91; do., 5s, 59@62; Lehigh Coal and Navigation, 281/2@29; do., bonds, 1884, 84@841/2; North Pennsylvania, 88 @381/4; do., 6s, 863/4@87; Philadelphia and Erie, 28%@29%; do., 6s, 93@94; Minehill, 57 @58; Catawissa, 8@13; do., pref., 241/6@25; Lehigh Valley, 503/4@51; do., bonds, 913/4@921/2; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 70@75; West Philadelphia, 64@68; Spruce and Pine, 25@26; Green and Coates, 25@ 81; Chestnut and Walnut, 451/2 @463/4; Thirteenth and Fifteenth, 181/@19; Girard College, 26@ 28; enth and Eleventh, 68@651/2; Union, 87@

Boston.-Vermont Central 1st mort., consolid-

land 1st mort., 18834; Old Colony and New 7s, 1877, 10134; Ogdensburg 1st mort., 9834; New York and Boston Air Line 6s, 48; Boston, Hartord and Erie 7s, 60; do., new issue, 44; Vermont and Massachusetts 6s, 1883, 9414; Western R. R. 6s, 1875, 981; Indianapolis and Cincinnati, 331/4; Ogdensburg and Lake Champlain pref., 9934; Sandusky and Cincinnati pref., 8814; Union Railway, 88; Conn and Pass, Rivers, R. R., 80; Rutland R. R., 22; Granite Railway, 5016; Boston Water Power Co., 21; Cary Land Co., 71/2; Boston and Roxbury Mill Co., 40; New Hampshire 6s, 1878, 991/4; Massachusetts 6s, 1872, gold, 1221/4; do., 1876, 1161/4; do., 5s, 1874, gold, 110; do., 1888, 105; do., 1894, 105; do., 1891, 104; Maine 6s, 1889, 99; Chicago 7s, sewerage, 95; do., municipal, 941/4; do., W. L., 943/4; St. Louis 6s, municipal, 82; Boston 6s, 1877, cur-1081/2; Lynn 6s, 1885, 99; Portland 6s, 1887, 9034; Roxbury 6s, 1873, 10114; Bath 6s, 1887, 90%; Cambridge Gas, 1151; Merchants' National Bank, 1151/2; State National Bank, 1033/4; Suffolk National Bank, 116%; Globe National Bank, 12514; National Bank of Redemption. 1111/6; Second National Bank, (Granite) 1411/4; Atlantic National Bank, 120; Bunker Hill National Bank, 1217; Maverick National Bank, 1101/4; Hide and Leather National Bank, 142; Market National Bank, 1041/6; North National Bank, 1131 National Bank of Commerce, 117; Everett National Bank, 10414; Washington National Bank, 128; Old Boston National Bank, 651/4; Allouez Mining Co., 21/4; Concord, 25/6; Calumet, 25; Dana, 52½c.; Hancock, 5½; Humboldt, 62½c.; Hancover, 50c.; Petherick, 50c.; Superior, 1; South Side, 531/c.; Star, 50c.

Baltimore.-Virginia 6s, reg., old, 8634; do., 1866, 361/2; do., 1867, 365/3; Central Onio R. R., 31%; do., 1st mort., 86; City Park 6s, 98; Maryland 6s, 1870, 101; Marietta and Cincinnati 1st mort., 881/2; do., 2d mort., 55; Gardner Hill, 1.00; Atlantic Coal, 0.74; Bank of Baltimore, 107; Franklin Bank, 131/2; Union Bank, 571/4; Mechanics' Bank, 10; Howard Bank, 121/4; Third National Bank, 1001/6; Merchants' Bank, 106; People's Bank, 1616. The latest quotations are: Balt. and Ohio, 1243/@125; do., 6s, 1875, 963, @961/2; do., 1880, 96@961/2; do., 1885, 981/4@-; Northern Central, 483/4@487/6; do., bonds, 1885, 84@85; do., 1900, 845@85; N. W. Va., 1716@18; do., 1st mort., 91@93; do., 2d mort., 91@-; do., 3d mort., 1878, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 881/2 @881/2; do., 2d mort., 54@55; Central Ohio, 8114@32; do., 1st mort., 86@89; Western Md. 6s, 1890, 721/07834; do., guar., 91 @-; Maryland 6s, coupon, 1870, 100@101; do., @—; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100½@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98¾@99; do., 1886, 96½@97; do., 1890, 98½@98¾; do., coupon, 100@—; do., Park, 98@98¾; do., 1893, 98@94; do., 5s, 1898-70, 78@80; City Passenger R. R., 18@19; Canton Co., 50½@50%; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 55@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.40@0.40; Atlantic Coal, 0.70@0.75; Mineral Hill, 0.25@0.28; Baltimore Coal, 29@—. Baltimore Coal, 290@-

The Minnesota Valley Railroad has a large

MERICAN RAILEGAR JOURNAL

Railroad Earnings Weekly.
The earnings of the Atlantic and Great West-
ern Railway for the first week in Jan., 1868,
were \$85,245 00
Corresponding week previous year 78,618 00

Increase .... .. \$6,627 00 The earnings of the Chicago and Alton Railroad for the first week in January, 1868, were .....\$56,285 58
Corresponding period previous year ... 52,427 11

.....\$3,858 47 The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Jan., 1868 .....\$59,950 12 Same week in 1866..... 52,926 09

Increase ..... \$7,024 03 The earnings of the Chicago and Rock Island Corresponding week of previous year.. 81,186 00

Decrease ..... \$2,036 00 The earnings of the Chicago and Northwestern Railroad for 1st week in Jan., 1868...\$171,876 52 Corresponding week previous year .. 168,684 44

Increase ..... \$2,692 08 The earnings of the Detroit and Milwaukee 

Decrease .... The earnings of the Marietta and Cincinnati Rallroad the 1st week in Jan., 1868...\$25,069 00 Corresponding week previous year.... 24,856 00

The earnings of the Michigan Central Railroad for the 1st week in Jan., 1868, were .. \$75,438 14 Corresponding week of previous year.. 75,113 33

Increase .... The earnings of the Western Union Railroad for the 1st week in Jan., 1868..... \$9,198 76 Corresponding week previous year.... 9,792 02

Decrease .... \$598 26

Milwaukee and Prairie du Chien Railway On the 31st of December last, the long contemplated sale and transfer of the Milwaukee and Prairie du Chien Railway to the Milwaukee and St. Paul Railway Company, was consummated. A majority of the shares of stock of the Praire du Chien Company has been for some time owned by the latter company, but the transfer and change of name did not fully take place until the above date. The road will hereafter be known as the Prairie du Chien Division of the Milwaukee and St. Paul Railway. The Wisconsin says that no change will take place in the present management or operations of the road. The change being simply one of name and convenience.

#### Paterson and Newark Railroad.

The engineer of this railroad has been in Paterson trying to arrange with the property ewners along the proposed line of the road for the land needed. As soon as he can complete the neces sary arrangements the contractors will begin work at once at that end of the road. The Paterson Press learns that a portion of the right-of-way has been already secured, and work will be begun at once near the plank road, and at eight other places, giving employment to from fifty to ninety

Remarkable Mechanical Invention-A eam Man.

Mr. Zadock Deddrick, a Newark machinist, has invented a man; one that, moved by steam, will perform some of the most important functions of humanity; that will, standing upright, walk or run, as he is bid, in any direction and at almost any rate of speed, drawing after him a load whose weight would tax the strength of three stout draught horses.

The man stands seven feet and nine inches high, the other dimensions of the body being correctly proportioned, making him a second Daniel Lambert, by which name he is facetiously spoken of among the workmen. He weighs five hundred pounds. Steam is generated in the body or trunk which is nothing but a three-horse power engine, like those used in our steam fire engines. The legs which support it are complicated and wonderful. The steps are taken very paturally and quite easily. As the body is thrown forward upon the advanced foot the other is lifted from the ground by a spring and thrown forward by the steam. Each step or pace advances the body two feet and every revolution of the engine produces four paces. As the engine is capable of making than a thousand revolutions a minute it would get over the ground, on this calculation, at the rate of a little more than a mile a minute. As this would be working the legs faster than would be safe on uneven ground or on Broad street cobble stones it is proposed to run the engine at the rate of five hundred revolutions per minute, which would walk the man at the modest speed of half a mile a minute.

The fellow is attached to a common Rockaway carriage, the shafts of which serve to support him in a vertical position. These shafts are two bars of iron, fastened in the usual manner to the front of the carriage and are curved so as to be joined to a circular sustaining bar, which passes around the waist, like a girth, and in which the man moves so as to face in any direction. Besides these motions machinery has been arranged by which the figure can be thrown backward or forward from a vertical nearly forty-five degrees. This is done in order to enable it to ascend or descend all grades. To the soles of the feet spikes or corks are fixed which effectually prevent slipping. The whole affair is so firmly sustained by the shafts and has so excellent a foothold that two men are unable to push it over, or in any way throw it down. In order to enable it to stop quickly, it is provided with two appliances, one of which will, as before stated, throw it backward from the vertical, while the other bends the knees in a direction opposite to the natural position.

An upright post, which is arranged in front of the dash-board, and within easy reach of the front seats, sustains two minature pilot wheels, by the turning of which these various motions and evolutions are directed. It is expected that a sufficiently large amount of coal can be stowed away under the back seat of the carriage to work the engine for a day, and enough water in a tank under the front seat to last half a day.

In order to prevent the "giant" from frighten-ing horses by its wonderful appearance, Mr. Deddrick intends to clothe it and give it as nearly as possible a likeness to the rest of humanity. The boiler and such parts as are unnecessarily heated will be encased in felt or woolen undergarments. Pantaloons, coat and vest, of the latest styles, are provided. Whenever the fires need coaling, which is every two or three hours, the driver stops the machine, descends from his seat, unbuttons "Daniels" vest, opens a door, shovels in the fuel, buttons up the vest and drives on. On the back between the shoulders the steam cocks and gauges are placed. As these would cause the coat to set awkwardly a knapsack has been provided that completely covers them. A blanket neatly rolled up and placed on top of the knapsack perfects the delusion. The face is moulded into a cheerful countenance of white enamel, which contrasts well with the dark hair and moustache. A sheet iron hat with a gauge top acts as a smoke stack. East End may be expected.

The cost of this "first man" is \$2,000, though the makers, Messrs Deddrick & Grass, expect to manufacture succeeding ones, warranted to run a year without repairs, for \$300. The same parties expect to construct, on the same principle, horses which will do the duty of ten or twelve ordinary animals of the same species. These, it is confidanimals of the same species. ently believed, can be used alike before carriages. street cars and ploughs. The man now constructed can make his way without difficulty over any irregular surface whose ruts and stones are not more than nine inches below or above the level of the road .- Newark (N. J.) Advertiser.

#### Troy and Greenfield Railroad and Hoosac Tannel.

In my communication to the Legislature one year ago, I stated that under direction of Chapter two hundred and ninety-three of the Acts of 1866 the construction of the railroad between Greenfield and the Tunnel had been contracted, and that a lease of the same had been executed under the approval of the Executive Council. The road has now been completed as far as Shelburne Falls, a distance of thirteen miles, and the corporation's lessees have commenced the running of regular trains. It was formally opened two months ago, and the great attendance of people, and the deep interest manifested by them in the first advent of the locomotive into the valley of the Deerfield, afforded striking proof of the value fixed by the whole population of the Northwest-ern portion of the State upon their new connection with general commerce. The remaining portion of the line, extending from the Falls to the mountain, seventeen miles in length, will be finished in the next summer, and will constitute the completion of a road of thirty miles, built at a fair cost and holding a strong relation to the in-terests of the whole public.

The progress of the work upon the Tunnel it-

self, though prosecuted at some points under adverse circumstances, has as a whole been highly encouraging for the future. During the year a contract was made with three experienced men for work on the Central Shaft, and the East End. but after a sufficient trial it appeared that the parties would be unable to execute the same, and the relinquishment of it was accepted by the Governor and Council, and operations at those points were resumed by the State.

The prosecution of the work at the Central

Shaft was arrested in October by the destruction of the buildings and machinery by fire, which was also attended by a lamentable loss of human life. Measures have been commenced for the earliest replacement of the fixtures, and for the continuance of that excavation. Notwithstanding this and other drawbacks, there was at this point in a period of twelve months an increase of pro-

gress over the preceding, of seventy-six feet.

At the West End, which, under a policy initiated by Mr. Brooks, the former chairman of the Commsssioners, has been worked upon the contract system for nearly a year and a half by the very efficient contractor, there has been a good advance and reasonable success. The original contract has been repeated upon terms more favorable to the State, and its execution promises every anticipated result.

At the West Shaft, upon the two linear headings, there has been a decrease of advance, compared with the corresponding months of the pre-vious year, of one hundred and twelve feet. This loss has come from the great influx of water, without a pumping capacity to dispose of it. A policy in this particular, intended for economy, has in my judgment been found to be erroneous, and I cannot doubt that it would have been a true economy to have provided one year age, at a greater expense, for larger and more efficient pumps. But the knowledge of present difficulties has now prepared the Commissioners to meet them with a proper application of power to over-come them. The obstacle of water can be and will be overcome, and a rate of advance corresponding to the prosperous results realized at the

within the year one thousand and fifty-one feet, showing an increase over the previous year of four hundred and fifty-nine feet. The drills have proved an entire success, and this class of machines will be soon introduced into the West Shaft, where they should accomplish similar re-

The Report of the Commissioners and that of the consulting Engineer, will be transmitted to the Legislature at an early day. The consulting Engineer, Mr. Benjamin H. Latrobe, has, during the year, visited the Tunnel of the Alps, and has presented in his report a variety of facts learned there which will be found to possess much inter-That great work has now proceeded nearly twenty-five thousand linear feet, leaving fifteen thousand yet to be accomplished. That enterprise, like our own, was beset with many difficulties in its earlier stages; but by a constantly accelerating progress from year to year, it has attained a result of nearly four thousand feet in nine months preceding last October. After weighing carefully all the unfavorable as well as the favorable circumstances which surround our own work, it is my firm belief that a similar acceleration may be expected here; and that this undertaking can be finished within the time and cost estimated by Mr. Latrobe in his report for 1866, which will be found stated in my last address to the two Houses.—Extract from the Message of the Governor of Massachusetts.

#### Fitchburg Railroad.

The receipts of this road for the years ending November 30, 1866 and 1867, have been as fol-

lows:				
of Land of Authority and	1866		1867.	
From passergers \$4	28,290	44	\$440,734	10
	27,642		600 043	
	01,000		10,000	00
" reuts	6.044		6,840	42
	18,275	35	26,553	58
" express	17,192		17,272	
\$1,1	07,444	83 \$1	1,101,443	88
Expenses, viz:	1000		ं को/ हा के	
Repairs of road\$	107,691	89	\$118,665	07
	102,340		97,745	24
" structures .	76.158	80	47,894	88
" bridges	13,277		13,588	
44 Cars	68,827		91,767	
Fuel	97,682		91,749	
Oil and waste	12,048	55	9,241	28
Freight expenses	97,098		101,280	19
Passenger "	50,077		53,219	89
Switchmen, watchmen	1000		THOR	
and gate keepers	15,862		17,556	
Removing ice and snow	1,069		7,120	
Taxes and insurance	70,460		76,268	
Gratuities and damages Salaries, and office and	83,668	70	7,193	81
expenses	13,993	.73	18,513	53
Total expenses\$	760,198	89	\$746,699	58
Net earnings			\$854,744	30
Tibe carmingo		866.	186	- 7
Number of passengers c		0 050	1 707	007
ried in the cars				
Do. carried one mile Number of tons of m	er-	8,202	19,820,	919
chandise carried		2,874		488
Do. carried one mile		0,578	14,268,	518
Number of miles run	by	DATE:		
locomotives	47	7,106	505,	332
The foregoing statem	ents el	10W 9		0.0

gross receipts for the year, as compared with the preceding year, of \$6,000 50; with a decrease in expenses of \$13,497 36-making an increase in net earnings of \$7,496 86.

The increase in number of passengers carried, is 166,741; in passengers carried one mile, 972,-717; and in receipts from passengers, \$12,443 66.

At the East End the linear advance has been 1,386; in tons carried one mile, 222,080; and in receipts from mdze., \$27,598 82.

The company have 31 locomotives, 33 passenger cars, 10 baggage cars, 348 eight-wheel and 298 four-wheel merchandize cars, and 36 gravel cars. This shows an increase of 2 locomotives, 4 passenger, 1 baggage, 25 mdze., and 5 gravel cars. feet. Weight of rail per yard, 50 lbs.

The assets of the corporation on the 30th of November last, were as follows:

Cash and cash funds U. S., for mail service		. 103,703	52
CARRIED BALL SE CONTRACTOR SERVICES	TARL DESI	\$564,566	80
The liabilities were:	Can Forth	dron at the	
Renewal fund	14,534	19	
Balance due connecting railroads	84.013	41	
Unclaimed dividends	10,476	00	
Unclaimed State tax	50	56 - 109,074	1 16

Excess of assets,.....\$455,492 64 This sum is in cash or in funds equivalent thereto, and after the payment of the present January dividend, (which, with the U. S. tax thereon, amounts to \$149,052 65,) there will still remain a surplus of \$306,489 99.

The company have other property valued at \$8,144, also fuel, iron, lumber and other materials necessary for repairs, which at a low valuation are worth \$70,916 34. This property and mate rial have been paid for, but are not included in the assets.

TRIAL BALANCE, Nov. 30, 1867. Construction.....\$3,540,000 00 Cash and cash funds ..... 103,703 52 Notes receivable ..... 459,408 39 Fuel .... 20.450 00 Stock materials.... 26,194 02 8,144 00 1,454 89 Real estate .... U. S., for mail service ..... 84,159,354 82 510,280 66 Profit and loss .... Renewal fund..... 14,534 19 Receipts from passengers...... Receipts from freight .......... Unclaimed dividends...... 1.961 81 82,052 10 10,476 00 50 56 Unclaimed State tax.....

\$4,159,854 82 President .- WM. B. STEARNS. Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Falkner, P. B. Brigham, W. A. Brigham.

Treasurer .- M. D. BENSON.

#### Des Moines Valley Railroad.

The new line via the Chicago, Burlington and Quincy to Bushnell, thence via the Toledo, Peoria and Warsaw Railroad to Keokuk, was opened to public traffic and travel on the 1st inst. At Keokuk this route connects with the Des Moines Valley road running through one of the most prelific, agricultural and business sections of Iowa, thus furnishing another favorable outlet for the products of that State via Chicago to Eastern markets. The Des Moines Valley road is in the hands of efficient and experienced men, and its general management gives great satisfaction to the people all along its line.

The following gentleman have been elected directors of the Baltimore City Passenger Railway, for the ensuing year: Henry Tyson, President, Thos. M. Smith, Wm. Kennedy, Thos. Whit-The decrease in tons of merchandize carried is ridge, G. D. Clark, E. B. Edwards and C. L. Grove, Warwick Valley Rais

This road is 10.38 miles in length, extending from Warwick to Greycourt, a point on the Erie Railway, 54 miles from Jersey City. It is operated under contract by the Erie Railway Co., but not leased. The gauge of the road is six

The following is a comparative statement of the receipts and expenditures of this road for the 2459 408 89 fiscal year ending September 30, 1866 and 1867 :

١	Receipts:	1866.	12	1867.	EL .
ı	From passengers	10,285	57	\$11,068	17
ı	" freight			38.217	28
۱	" mail, express, etc	1,803	66	2,844	
	Totals	\$49,391	18	\$51,630	19
	Expenses, viz:		374		ne.
	Repairs of road	\$5,616	85	88,572	67
	buildings, etc	325		489	
	Taxes, including U. S.	SEC SE	A res	Lin avile	2010
	revenue tax	2,594	56	2,137	80
	Operating expenses	4,709		4,969	
ŀ	Paid Erie Railway	14,388	60	14,865	00
	Interest	5,949	87	5,785	69
Ĭ	Dividends, 8 per cent	7,912	50	7,920	00
	Payments to surplus fund			6,940	34
1	Totals, as above	849,391	18	\$51,680	19

Miles run by trains ..... 19.820 44,613 348,461 Number of passengers carried 41,486 Do. carried one mile.....311,145 19,675 Tons of freight carried ..... 17,590

Capital stock authorized by charter, \$150,000; amount subscribed, \$101,500; amount paid, \$98,-650. Funded debt, \$85,000.

Pres't and Sup't .- G. BURT.

Treasurer and Secretary .- J. L. WELLING.

#### To Contractors.

The Peninsular Railway Extension Company will receive proposals at their office in Battle Creek, Michigan, until the 27th inst., for clearing, grubbing, grading, bridging, culverts, cattle guards, farm and road crossings of the railroad of the company between Battle Creek and the Indiana State Line. Parties are requested to make their bids on fifteen miles, on the west end of the line, and on consecutive sections of five miles each, and upon the entire line. Address L. D. Dibble, Esq., President.

#### Little Pock and Fort Snith Rallroad

The following gentlemen have been elected directors of this company for the ensuing year: Jesse Turner, A. J. Ward, H. F. Thompson, W. P. Denckla, C. G. Scott, J. M. Tebbetts, M. Rose, J. L. Shinn and J. P. King. The Van Buren (Ark.) Press says that "the affairs of the company seem now to be in a flourishing condition, and the prospects for the building of the road more hopeful than ever. Mr. J. H. Haney, the special agent of the company, who has lately returned from New York, informs us that he has accepted a proposition made by certain parties who are able to build the read, and will do so upon certain specified conditions, Some legislation will be necessary and the several counties along the line will be required to subscribe to the stock of the company to the aggregate amount of \$500,000, payable in seven per cent. bonds, which will be accepted as pay by the contractors in lieu of cash."

We learn that the contractors who have undertaken to build the Memphis and Little Rock road, are now in Memphis, making arrangement to commence work on the road.

A certificate incorporating the "Western Central Railroad Company," has been filed in the office of the Secretary of State for the State of Ohio. The object being the construction of a new and important line of road to commence at West Salem, Wayne Co., Ohio to run through Indiana, forming direct communication with the great route to the Pacific, and also a more direct communication with Chicago. The company was organized at Bucyrus on the 18th ult. The incorporators are as follows : Hon. T. J. Godfrey, Celina, C.: Hon. Wm. Sawyer, St. Mary's, O.; Col. Geo. W. Andrews, Wapakonetta, O.; Gen. J. S. Robinson, Kenton, O.; Dr. W. Merriman, W. M. Scroggs and E. B. Finley, Bucyrus, O.; John Dempsey, Shelby, O. The incorporation of the Indiana portion of the line has not yet been perfected, but this, it is believed, will be done without delay.

Thirty miles of the Walkill Valley Railroad have been contracted for by Mr. Randall at a cost of \$890,000. The road commences at the Montgomery terminus of the M. and E. Railroad. and runs north through Walden, in Orange County, and Shawangunk Village, in Ulster County, to

It is stated that Col. John Severance has taken the contract to build the St, Joseph and Denver railroad to Troy, Kansas, the work to be commenced immediately.

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Cor. of Wayne St. & Duquesne Way.

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### Union Pacific Railroad Running West from Omaha

540 MILES

Across the Continent ARE NOW COMPLETED.

THE TRACK BEING LAID AND TRAINS BUNNING WITHIN TEN MILES OF THE SUMMIT OF THE ROCKY MOUNTAINS.

The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails. The work continues to be pushed forward in the rock cuttings on the western slope with unabated energy, and a much larger force will be employed during the current year than ever before. The prospect that the whole

### GRAND LINE TO THE PACIFIC

WILL BE COMPLETED IN 1870. was never better. The means so far provided for con struction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These ans are divided into four classes

1.-UNITED STATES BONDS.

Having thirty years to run, and bearing six per cent currency interest, at the rate of \$16,000 per mile for 517 miles on the Plains; then at rate of \$48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$32,000 per mile for the remaining distance, for which the United States takes a second lien as security. The interest on thes Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and no more, and only as the road progresses. The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

#### 3.-THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute donation from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than \$1.50 per acre, at the lowest valuation.

#### 4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is \$100,000,000, of which \$8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars (\$68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than \$5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be \$90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

\$83,445,012 As the U.S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

### Eleven Hundred Miles:

The Company have ample facilities for supplying any dediciency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

#### EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD.

or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st. CLARK DODGE & CO., Bankers, 51 Wall st.,

JOHN J. CISCO & SON, Bankers, 33 Wall st.; HENRY CLEWS & CO., Bankers, No. 32 Wall st., HEDDEN, WINCHESTER & CO., Bankers, No. 69 broadway.

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe de-

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York. January 8th, 1868.

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